

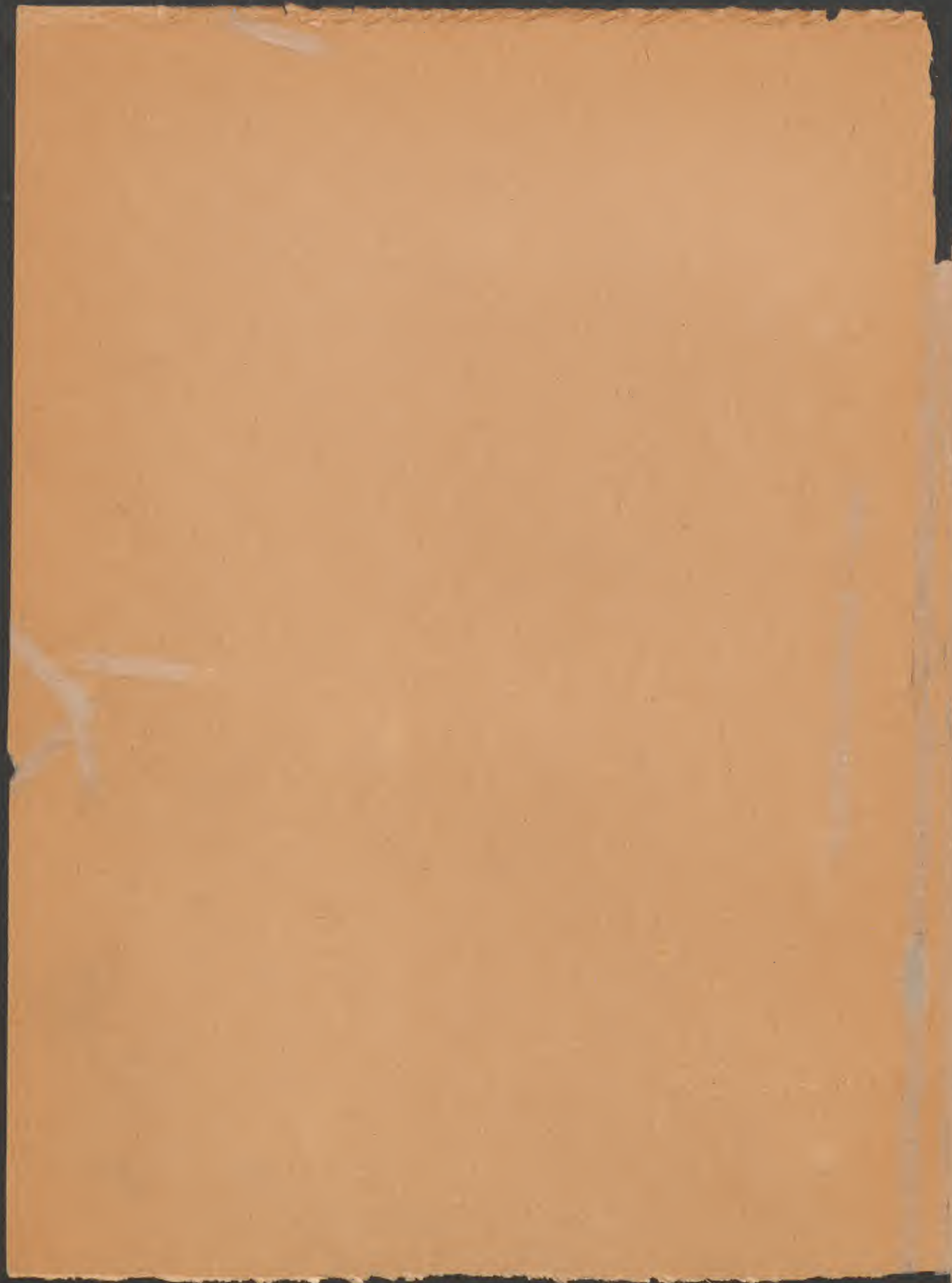
SERVICE—For Official Use Only

MONOGRAPH OF HAITI



COPY NO.

INTELLIGENCE SECTION,
DIVISION OF OPERATIONS AND TRAINING,
HEADQUARTERS, U. S. MARINE CORPS.



F
1915
U5 C.2
27296
Amy

J. C. BRECKINRIDGE LIBRARY

MONOGRAPH

REPUBLIC OF HAITI

COMPILED

1932

(Revisions regularly made from date of Compilation)

Found in Library - 11/29/63

I N T R O D U C T I O N

The object of this book is to provide operative and war plans information upon the Republic of Haiti. A monograph aims to be so thorough a description of the country upon which it is written that the Commander of an Expedition approaching its coast will have at his disposal all the information obtainable to commence active operations in case of a hostile invasion or a peaceful occupation, and to facilitate his diplomatic and routine mission in time of peace. It will include such photographs and maps of the interior as may be available, but will not include standard publications such as port directories, navigation charts, etc., which publications are part of the equipment of all vessels.

A R R A N G E M E N T

The synopsis of this monograph contained in the following pages is based on the "Title Sheets for Intelligence Reports", prescribed by the Office of Naval Intelligence, and which serves as a general index.

This volume will be kept up to date with the addition of new information as it becomes available, or the modification of the data in which changes have taken place. Additional sheets and corrections will be made from time to time and shall be inserted when received.

I N F O R M A T I O N

In order that monographs may contain the latest and most accurate information obtainable, commanding officers should use every practicable means to obtain such information and should forward it without delay to the Major General Commandant, U. S. Marine Corps. For example, it is of great importance that the latest information be furnished in regard to changes in road conditions, due to improvements and new construction. Such information should be in detail showing the type of road, whether affected by the weather, the condition of bridges, important towns along the route, availability of camp sites, water, forage, and fresh supplies. It is also of importance to have accurate information as to the suitability of a road for all types of motor transportation, pack animals, etc. The Title Sheet will serve not only as a synopsis and index on this volume but as a guide to the information desired on any other country upon which such information can be procured.

.

TITLE SHEET FOR INTELLIGENCE REPORTS AND MONOGRAPHS

STATE (100 Section)

101. <u>NATIONAL GOVERNMENT</u>	: 101-100 Government	: Outline.
	:	:
	:	:
102. <u>POLICY</u>	: 102-100 Foreign	:
	: 102-200 Spheres of	:
	: Influence	:
	:	:
103. <u>POLITICAL CONDITIONS</u>	: 103-100 Political	: More from a national stand-
	: Conditions	: point than from a local
	:	: point of view.
	:	:
104. <u>POLITICAL FACTIONS</u>	: 104-100 Political	: Outline principal parties
	: Parties	: with principles for which
	:	: they stand.
	:	:
105. <u>INTERNATIONAL LAW</u>	: 105-100 Treaties and	: List them. Outline con-
	: Conventions	: tents of, or furnish copies
	: Existing	: of treaties.
	: 105-200 Treaties	: List and outline.
	: Pending	:
	:	:
106. <u>PROPAGANDA</u>	: 106-100 Kind of	:
	: Propaganda	:
	: 106-200 Methods	:
	:	:
107. <u>NEWSPAPERS</u>	: 107-100 Daily and	: List papers-Foreign papers-
	: Periodicals	: Where published-Reliability
	:	: Standing-Circulation-Class
	:	: of people reading each pa-
	:	: per-Paper's political tend-
	:	: encies-Owners-Characteris-
	:	: ties of owners and editors.
	:	:
108. <u>CHARACTER- ISTICS</u>	: 108-100 Individuals	: Prominent men-Their polit-
	:	: ical leanings-Occupation-
	:	: Where to be located, etc.
	:	:
	: 108-200 Officials of	: Political leanings, anti or
	: Government	: pro Administration-Polit-
	:	: ical Parties.
	:	:
	: 108-300 Persons Anti-	: List, giving political ten-
	: Government	: dencies, occupation, locat-
	:	: ion, nationality.

37452 426MCS

	: 108-400 Persons Pro-American	: List, giving political tendencies, occupation, location, nationality.
	: 108-500 Persons Anti-American	: List, giving political tendencies, occupation, location, nationality.
109. <u>COLONIES</u>	: 109-100 History of each.	: Each colony to be a small monograph in itself.
110. <u>CONSULAR AGENTS</u>	: 110-100 United States	: Cities where U.S. is represented.
	: 110-200 Others	: Countries represented by Consular Agents.

* Note: On topics 108-100 to 108-500, inclusive, give sketch of personality-Record of past history-Age-Appearance-Photographs. What subjects interested in. How best approached.

SOCIAL CONDITIONS (200 Section)

201. <u>CHARACTERISTICS</u>	: 201-100 National	: General National - not individual. (See 108-100).
202. <u>POPULATION</u>	: 202-100 Total	:
	: 202-200 Density	:
	: 202-300 Native	: Native born.
	: 202-400 Foreign	: Foreigners residing in country.
	: 202-500 Native abroad	: Natives residing abroad.
	: 202-600 Agricultural	:
	: 202-700 Industrial	:
	: 202-800 Vital Statistics	: Birth and Death rate - Immigration - Emigration.
	: 202-900 Man Power	: Use 10% male population if no better estimate is available.
		: Use 2.2% of total population excluding savage tribes if not better figure is available.
203. <u>LANGUAGES</u>	: 203-100 National	: National language of country.
	: 203-200 Foreign	: Languages besides national most used. Foreign languages mostly spoken and understood.
204. <u>LABOR CONDITIONS</u>	: 204-100 Hours	: General
	: 204-200 Wages	: High or low compared to the United States scale.

	:	204-300 Satisfaction	:	Are laborers contented? Their causes or beliefs for dissatisfaction - Strikes.
	:		:	
205.	:	205-100 General	:	
<u>EDUCATION</u>	:	205-200 Compulsory Education	:	Yes or No.
	:	205-300 Percentage of Illiterate	:	
	:	205-400 Colleges and Universities	:	Names-Objects-Percentage of total population graduating, Coeducational or not.
	:		:	
206.	:	206-100 Housing	:	Good or bad and whether sufficient.
<u>LIVING</u>	:	206-200 Sanitation	:	Good or Bad.
<u>CONDITIONS</u>	:	206-300 Epidemics	:	Frequency-type-seriousness-Preventive measures used-Is there a well organized public health service?
	:		:	
	:	206-400 Climate	:	Seasons-rainfall-temperature affecting living conditions or military operations.
	:		:	
207.	:		:	
<u>RELIGION</u>	:	207-100 National	:	
	:	207-200 Sects	:	Names-percentage of total population attending.

* Note:: For 206-100 to 206-300, give details for state as well as city.

FINANCE (300 Section)

301.	:		:	
<u>MONEY</u>	:	301-100 National Money tables	:	Standard coin - units. Compare with United States.
	:	301-200 Foreign Exchange	:	Rates.
	:		:	
302.	:	302-100 General	:	Outline system - reserve, etc.
<u>BANKING</u>	:		:	
<u>SYSTEM</u>	:		:	
	:		:	
303.	:	303-100 Taxes	:	Kinds levied.
<u>REVENUES</u>	:		:	
	:		:	
304.	:	304-100 Credits	:	Where located-Amounts-For coin or merchandise, etc.
<u>CREDITS</u>	:		:	
	:		:	
305.	:	305-100 Army	:	Amounts-year of statement-Division of expenditure-Copy of bill distributing money.
<u>BUDGETS</u>	:		:	

	:	305-200 Navy	:	Amounts-year of statement-Division
	:		:	of expenditure-Copy of Bill dis-
	:		:	tributing money.
	:	305-300 Other Mili-	:	Such as aviation, if a separate
	:	tary expendi:	:	appropriation, fortifications,
	:	tures	:	military education, pensions, etc.
	:	305-400 All other	:	Such as Post Offices, Public
	:	Non-military:	:	works, Administration, etc.
	:	Expenditures:	:	
	:		:	
306.	:		:	
<u>DEBT</u>	:	306-100 National	:	Owed to citizens-Bond issues-
	:		:	Terms.
	:	306-200 Foreign	:	Owed to foreign Governments-Rate
	:		:	of interest-due, etc.
	:		:	
307.	:		:	
<u>FOREIGN</u>	:	307-100 Individuals	:	To what extent do individuals
<u>INVESTMENTS</u>	:		:	make foreign investments? Where
	:		:	(mostly)?
	:	307-200 National	:	Has Government any foreign invest-
	:		:	ments? Where? Extent?
	:	307-300 Concessions	:	To private interests - to foreign
	:		:	Governments.
	:		:	
308.	:		:	
<u>LOANS</u>	:	308-100 Foreign	:	To whom? Terms.
	:		:	
309.	:	309-100 Estimate of	:	
<u>WEALTH</u>	:	national	:	
	:	wealth.	:	
	:		:	

INDUSTRIAL
(400 Section)

401.	:		:	
<u>INDUSTRIES</u>	:	401-100 Agriculture	:	Extent, Locality, Efficiency,
	:		:	Production, etc.
	:	401-200 Fisheries	:	Same as 401-100
	:	401-300 Mining	:	Same as 401-100
	:	401-400 Manufacturing	:	Same as 401-100
	:	401-500 Shipbuilding:	:	National Production, etc.
	:	401-600 Cattle raising:	:	Extent, locality, efficiency,
	:		:	production, etc.
	:	401-700 Occupations	:	General - Occupations of
	:	of people	:	foreigners.
	:	401-800 Chemical	:	Manufactured or raw products;
	:		:	locations.
	:	401-900 Aircraft	:	Extent and location-What parts
	:		:	or materials are imported and
	:		:	from where?

402-100	Location	Districts - type, etc.
402-200	Production	Amounts-efficiency-quality, etc.
403-100	Coal	Peace and War)
403-200	Food	Peace and War)
403-300	Forests	Peace and War)
403-400	Gasoline	Peace and War) See Note.
403-500	Other minor-)
	als	Peace and War)
403-600	Oil	Peace and War)
403-700	Water	Peace and War)

Note: On topics 403-100 to 403-700, inclusive, in War would local production be sufficient? If not, where would products be obtained and in what quantities?

: 404-100 Measures	: Give tables; compare with U. S.
:	: standard.
: 404-200 Weights	: Give tables; compare with U. S.
:	: standard.
: 404-300 Time	: Standard used-divisions according
:	: to longitude - Summer time used?

```

:
: 405-100 Building : Name and location of yards.
: capacity : Give all details possible.
: 405-200 Repair : Name and location of yards.
: facilities : Give all details possible.

```

406.
PRESENT
ECONOMIC
SITUATION

COMMERCE
(500 Section)

:	:
:	:
: 501-100 Coal	: To where - From what ports -
:	: Quantities.
: 501-200 Food	: Same as 501-100
: 501-300 Minerals	: Same as 501-100
: 501-400 Oil	: Same as 501-100
: 501-500 Wood	: Same as 501-100
: 501-600 Cattle	: Same as 501-100
: 501-700 Other Exports:	: Same as 501-100
:	:

502.	:	:	:
<u>IMPORTS</u>	:	502-100 Coal	: From where - Ports of reception -
	:	:	: Quantities.
	:	502-200 Food	: Same as 502-100
	:	502-300 Minerals	: Same as 502-100
	:	502-400 Oil	: Same as 502-100
	:	502-500 Wood	: Same as 502-100
	:	502-600 Cattle	: Same as 502-100
	:	502-700 Other Imports	: Same as 502-100
503.	:	:	:
<u>SHIPPING</u>	:	503-100 Domestic	: Meaning companies of home coun-
	:	:	: try - routes - equipages - ships
	:	:	: - nationality of stock owners.
	:	:	:
	:	503-200 Foreign	: Foreign companies touching the
	:	:	: country under consideration?
	:	:	: Is there stock held by people of
	:	:	: country under consideration?
	:	:	:
	:	503-300 Government	: Shipping lines owned by Govern-
	:	:	: ment.
	:	:	:
	:	503-400 Personnel	: Nationality - Special training.
504.	:	:	:
<u>SHIPS</u>	:	504-100 Built	: Names and data, such as tonnage,
	:	:	: speed, photographs, owner.
	:	:	:
	:	504-200 Building	: Name, data, where building -
	:	:	: type - to be completed when -
	:	:	: owner.
	:	504-300 Convertible	: Names, Data; use which could be
	:	:	: made of them if converted,
	:	:	: photographs.
	:	:	:
	:	504-400 Convertible	: Names, data, number of troops,
	:	:	: photographs.
	:	:	:
	:	504-500 Convertible	: Names, owner, data, photographs.
	:	yachts	: Means yachts available for patrol.
	:	:	:
	:	504-600 Tankers	:
	:	504-700 Refrigerator	:
	:	ships	:
	:	504-800 Cable ships	:
	:	504-900 Ice breakers	:
	:	504-1000 Trawlers	:
	:	504-1100 Tugs, suit-	:
	:	able conversion mine	:
	:	sweepers or ocean	:
	:	towing.	:
	:	:	:
	:	:	:
	:	:	:

505.	:	505-100 Companies	:	Names - owners - equipage.
AVIATION	:	505-200 Routes	:	Places visited, etc.
(COMMERCIAL)	:	505-300 Class of service	:	Freight or passenger.
	:	505-400 Planes convertible to military use:	:	Number of planes, type, capacity; uses to which they could be used.
	:	505-500 Commercial flyers	:	Number; are they in military or naval reserve?
	:	505-600 Communications	:	See 912-700 for means of communication by aircraft.
506.	:		:	
ROUTES	:	506-100 Distribution:	:	Routes generally followed between certain ports.
SHIPPING	:	506-200 Entry ports	:	Notes (for details see Section 601) - Importance.
507.	:		:	
TRADE	:	507-100 Resources in foreign trade	:	General - Countries with which trading is done - Amount - kind of trading.
RELATIONS	:		:	
508.	:		:	
MOBILIZATION	:	508-100 Policy	:	Government policy in regard to seizing shipping companies' equipment. Amount and importance of that which could be seized.
OF SHIPPING	:		:	
FOR WAR	:		:	

CITIES AND TOWNS
(600 Section)

NOTE: Cities will be arranged alphabetically, the data on each city being complete under the head of that city.

601.	:		:	
COAST	:	601-100 Importance	:	Such as location, military town, naval base, capital of province, seaport for city of --, rail-road terminals, etc.
	:	601-200 Population	:	Numbers, foreign, etc.
	:	601-300 Hydrography	:	Coast lines in vicinity, depths of water, entrances, etc.
	:	601-400 Anchorages	:	Appearance in approaching; describe various anchorages, such as is done in sailing direction.
	:	601-500 Wharves	:	Length, depth of water alongside - Height, ladders, cranes, loading and unloading facilities, buildings on, tracks near, etc.

: 601-600 Harbor Craft	: Kind, barges, tugs; those which
:	: can be used for landing troops,
:	: stores, etc.
: 601-700 Landings	: From a standpoint of landing for
:	: military operations.
:	: General topics as follows:
:	: a. Location
:	: b. Nature of beach
:	: c. Possibility of landing at
:	: all stages of tide.
:	: d. Possibility of landing in
:	: various weathers.
:	: e. Distance from anchorage to
:	: landing.
:	: f. Defense by enemy forces.
:	: g. Covering of landing by our
:	: ships.
:	: h. Feint to blind actual land-
:	: ing.
: 601-800 Fortificat-	: Location; for details refer to
: ions	: 907-200.
: 601-900 Climatology	: Details in regard to climate.
: 601-1000 Industries	: Principal - Production, etc.
: 601-1100 Commerce	: Kind and amount (Details of
:	: companies mentioned put under
:	: 503-100 to 300.
: 601-1200 Oiling Fac-	: Means of getting oil aboard;
: ilities	: rate of oiling.
: 601-1300 Cooling Fac-	: Means of getting coal aboard;
: ilities	: rate of cooling.
: 601-1400 Ship Yards	: Names, location, (Put details
:	: under 405-100 to 200 if commer-
:	: cial; under 903-100 to 1000 if
:	: naval.)
: 601-1500 Streets	: Furnish maps where possible;
:	: give width, etc. Mark residen-
:	: tial districts, business dis-
:	: tricts, etc.
: 601-1600 Buildings	: General appearance, i.e., old,
:	: modern, two-story, etc., mark
:	: location on map. Furnish photo-
:	: graphs. Name those which can be
:	: used as barracks or storhouses
:	: with capacity.
: 601-1700 Hospitals	: Names-Location on map-Number of
:	: beds-Sanitary conditions-
:	: Operating facilities-Isolation
:	: facilities.
: 601-1800 Transport-	: Mode-Number of automobiles-
: ion	: wagons-street cars-horses, etc.
:	: street car track gauge.

: 601-1900 Water supply	: Quantity-Source of supply-
:	: purity, etc. Trace mains on
:	: map if possible.
: 601-2000 Sanitation	: Good or bad. Sewage disposal,
: (State as well	: enclosed or open. Water carri-
: as city)	: age system, open or closed -
:	: Privies, what system used.
: 601-2100 Resources	: In necessities-quantities held
:	: in stock. Local product or
:	: import? If imported, over what
:	: routes?
: 601-2200 Public Works	: General-Ownership; such as
:	: gas companies, light companies
:	: water works, etc.
: 601-2300 Railroads	: Companies - Connections.
:	: (Details under 702-300).
: 601-2400 Personalities	: (Mention here prominent people
:	: They may be described as under
:	: 102-100 to 102-500, U. S. Con-
:	: sular agents; other Consuls).
: 601-2500 Newspapers	: List papers published.
:	: (To describe them refer to and
:	: place under 107-100).
: 601-2600 Topography	: Surrounding country - Trails
:	: leading in, etc.
: 601-2700 Cables	: List (Details under 701-100
:	: to 200).
: 601-2800 Telephone and	: List (Details under 702-200).
: Telegraph Line:	
: 601-2900 Radio Station	: List (Details under 701-300
:	: or 912-200).
: 601-3000 Clubs	: Purpose of club - Nature of
:	: membership - Leading members -
:	: Courtesies extended, etc.
:	:
: 602-100 Importance	: Such as military town-capital
:	: of province-mining center-
:	: railroad center, etc.
: 602-200 Population	: Numbers - foreigners, etc.
: 602-300 Fortifications	: For details refer to 309-100
:	: to 200.
: 602-400 Climatology	: Climate.
: 602-500 Industry	: Name principal.
: 602-600 Streets	: Furnish maps, widths, etc.
: 602-700 Buildings	: Handle as under 601-1600.
: 602-800 Hospitals	: Handle as under 601-1700,
:	: (State as well as city)
: 602-900 Transportation	: Handle as under 601-1800.
: 602-1000 Water Supply	: Handle as under 601-1900;
:	: (State as well as city).
: 602-1100 Sanitation	: Handle as under 601-2000
:	: (State as well as city).

602.
INLAND
CITIES

603.
DISTANCES

:	:
: 602-1200 Resources	: Handle as under 601-2100.
: 602-1300 Public Works	: Handle as under 601-2200.
: 602-1400 Railroads	: Handle as under 601-2300.
: 602-1500 Personalities	: Handle as under 601-2400.
: 602-1600 Newspapers	: Handle as under 601-2500.
: 602-1700 Topography	: Handle as under 601-2600.
: 602-1800 Telephone and	:
:	Telegraph Line: Handle as under 601-2700.
: 602-1900 Shops	: Repair shops which can be
:	: used for munitions, repairs,
:	: to artillery and automobiles,
:	: engines, wagons, etc.
: 602-2000 Radio	: List (Details under 702-100).
: 602-2100 Clubs	: Same as 601-3000.
:	:
: 603-100 Coast Towns	: Distances of ports from world
:	: ports.
: 603-200 Inland Towns	: Distances between towns
:	: throughout country and to
:	: those of important adjacent
:	: countries. Distances by
:	: various modes of transporta-
:	: tion, as river, air, trail,
:	: railroad, etc.
:	:

COMMUNICATIONS
(700 Section)

701.
COAST

:	:
: 701-100 Cables	: Destininations and connecting
:	: points of cables-Companies-
:	: number of cables-Alternate
:	: routes.
: 701-200 Cable landings	: Exact location of landings
:	: with reference to well defined
:	: place. Put yourself in a
:	: strange place, with orders to
:	: cut a certain cable. How
:	: would you wish to have the lo-
:	: cation described.
: 701-300 Radio Stations	: Submit complete general list.
: 701-301 Commercial	: Describe equipment - exact
:	: local location, etc.
: 701-302 Army Stations	: Describe equipment - exact
:	: local locations, etc.
: 701-303 Navy Stations	: Describe equipment - exact
:	: local location, etc.
:	:
:	:

702.
INLAND

:	:	:
:	701-400 Air Routes	: Points connected - Landings,
:	:	: etc.
:	:	:
:	702-100 Radio Stations	: Combine and submit under 701-
:	:	: 300, 701-301, 701-302, 701-
:	:	: 303 only.
:	702-200 Telephone and	: Companies-Points connected-
:	Telegraph	: routes followed by wires-
:	:	: location of certain wires on
:	:	: poles-marks on poles.
:	702-300 Railroads	: Full details-Bridges, tunnels,
:	:	: gauges, rolling stock-fuel
:	:	: supply, etc. Maps and photos.
:	702-400 Canals	: Full details-Size of vessels
:	:	: it will take, location and
:	:	: operation of locks, etc. Maps
:	:	: and photographs.
:	702-500 Rivers - Lakes	: Full details-Bridges-Miles it
:	River Routes	: can be navigated-tidewater,
:	:	: etc. Maps.
:	702-600 Roads & Trails	: Details-Condition of repairs,
:	:	: traffic, etc.
:	702-700 Air Routes	: Points connected-Emergency
:	:	: landings, etc. Highest hills
:	:	: to cross, etc. Distances.
:	702-800 Postal Facili-	: Method of carrying mail -
:	ties	: reliability.
:	:	:

A R M Y
(800 Section)

801.
ADMINISTRA-
TION

:	:	:
:	801-100 Organization	: Force.
:	801-200 Organization	: War.
:	801-300 Equipment	: National.
:	801-400 Equipment	: Individual.

802.
BRANCHES

:	:	:
:	802-100 Artillery	:
:	802-200 Aviation	:
:	802-300 Cavalry	:
:	802-400 Coast Artillery:	:
:	802-500 Engineers	: For 802-100 to 802-800 give
:	802-600 Gas	: general information on each
:	802-700 Infantry	: branch, numbers, efficiency,
:	802-800 Intelligence	: discipline, equipment, etc.
:	:	:
:	802-900 Medical	: Efficiency-equipment-number of
:	:	: personnel-sanitation of ships
:	:	: and stations-To what extent is
:	:	: preventive medicine practiced?
:	:	: Hospitals ashore and afloat-
:	:	: All available data.

	:	:	:
	:	802-1000 Ordnance	:
	:	802-1100 Veterinary	:
	:	802-1200 Quartermaster	:
	:	802-1300 Signal	:
	:	802-1400 Tank	:
803.	:	:	:
<u>AVIATION</u>	:	803-100 Stations	: Purely army-location-import-
	:		: ance-equipment-personnel, etc.
	:	803-200 Landings	: Those used by army - Full de-
	:		: tails-Emergency landings-(See
	:		: also "Accession Number 11").
	:	803-300 Tentative	: Exact location-description of
	:	Landings	: surroundings and surface.
	:	803-400 Communications	: See 912-700 for means of com-
	:		: munication with aircraft.
804.	:	:	:
<u>PERSONNEL</u>	:	804-100 Characteristics	: Loyalty-stamina-appearance, e
	:	- General	: etc.
	:	804-200 Characteristics	: Describe certain ranking men,
	:	Individual	: or "Commanders."
	:	804-300 Numbers	: Peace and War.
	:	804-400 Uniform	: Describe - Devices.
	:	804-500 Ranks	: Table of ranks compared to
	:		: officers of the United States.
	:	804-600 Training	: Schools, etc. - General.
	:	804-700 Pay	: Give pay tables if possible.
805.	:	:	:
<u>DISTRIBUTION</u>	:	805-100 To Military	: Percentage or numbers.
	:	Posts	:
	:	805-200 To Colonies	: Percentage or numbers.
	:	805-300 To Provinces	: Percentage or numbers.
806.	:	:	:
<u>MOBILIZATION</u>	:	806-100 Numbers	: Mobilization Centers.
	:	806-200 Points	: Time required to call all re-
	:		: serves to colors and be
	:		: ready to move.
807.	:	:	:
<u>DEPOTS</u>	:	807-100 Depots	: Location-equipment-object, etc
	:	807-200 Arsenal	: Location-equipment-object, etc
808.	:	:	:
<u>GARRISONS</u>	:	808-100 Troop	: Location-Equipment-object, etc
809.	:	:	:
<u>FORTIFICA-</u>	:	809-100 Forts	: Location-accurate description-
<u>TIONS (INLAND)</u>	:		: photographs-plans.
	:	809-200 Trenches and	: Location-accurate description-
	:	Breastworks	: photographs-plans.
	:		:
	:		:
	:		:

810.	:	:
<u>OPERATIONS</u>	:	:
	:	: Maneuvers carried out - Method
	:	: Objective, etc. Distances
	:	: marched in given time.
	:	: Probable operations with re-
	:	: gard to probable or possible
	:	: enemies.
811.	:	:
<u>POLICY</u>	:	:
	:	: In regard to compulsory ser-
	:	: vice, foreign service, etc.
	:	: In regard to calling reserves,
	:	: drafting, etc.
812.	:	:
<u>TOPOGRAPHY</u>	:	:
	:	: Good places for locating camps.
	:	: Locate from medical viewpoint,
	:	: Site for camp, considering
	:	: topography of land, swamps,
	:	: mountains, etc.
	:	:
	:	: 812-300 Sanitation
	:	: 812-400 Swamps
	:	:

N A V Y
(900 Section)

901.	:	:
<u>ORGANIZATION</u>	:	:
	:	: Diagram of administrative and
	:	: material organization-Operat-
	:	: ion of all branches-Personnel
	:	: of branches.
	:	: Organization of fleets into
	:	: squadrons-divisions-flotillas-
	:	: sections, etc. Types in each
	:	: and number of ships in each.
	:	: How is locality divided into
	:	: naval districts-Organization
	:	: of units assigned to districts
	:	: -Personnel of districts.
	:	: Any details.
	:	: Under what department?
902.	:	:
<u>POLICY</u>	:	:
	:	: Future building programs-
	:	: Policy regarding building a
	:	: number of ships of similar
	:	: characteristics.
	:	:
	:	:
	:	:

903.

PERSONNEL

902-200 Logistics

902-300 Strategy

932-400 Tactics

902-500 Foreign
Stations

905-100 Numbers

903-100 Numbers:

(c) Regulars

(b) Reserves

(c) Auxiliaries

(5) Merings

903-200 Banks

905-300 Training
Enlisted Men

903-400 Training
Officers

903-500 Mr. Dillinger

903-600 Discipline

903-700 Characteristics:
General

903-800 Characteristics
Individual

903-900 Pav

904.

NAVY.

905.

MEDICAL

906.

AVIATION

: 903-1000 Uniforms	: Describe insignia (Sketches or photographs).
: 903-1100 Marine Corps; Numbers, Efficiency.	: Use and duties of Marine Corps.
: 903-1200 Reserves	: Describe various forms of Naval Reserves-system of training, requirements, pay, relation between Government and Merchant Marine in regard to subsidy for ships-Officers and men-Status of officers and men as naval auxiliary reserves.
: 904-100 Forbidden Zones:	
: 904-200 Ordnances	
: 905-100 Personnel	: Of Corps - Numbers.
: 905-200 Sanitation	: Ships and Naval Stations.
: 905-300 Preventive Serums	: anti-smallpox, anti-typhoid, etc. To what extent employed.
: 906-100 Personnel	: Numbers
: 906-200 Personnel	: Characteristics (General and Individual).
: 906-300 Training	: Requirements, courses of training, etc. Requirements for qualification as pilots, etc.
: 906-400 Stations	: Naval aviation stations; Location, importance, equipment.
: 906-500 Aerial Torpedoes	: Numbers-Description of types.
: 906-600 Airplanes	: Land type - Numbers - Description of types.
: 906-700 Balloons	: Numbers - Description of types.
: 906-800 Bombers	: Same as 906-700.
: 906-900 Bombs	: Same as 906-700.
: 906-1000 Dirigibles	: Same as 906-700.
: 906-1100 Kite Balloons	: Note: For seaplanes or aircraft carriers, see 916-2500.
: 906-1200 Mine Layers	: Numbers - Description of types.
: 906-1300 Photography (aerial)	: Numbers - Description of types.
: 906-1400 Navy Planes	: Equipment - Efficiency, etc.
: 906-1500 Army Planes	: Numbers and descriptions - training - reconnaissance - ship planes - bombing - torpedo planes, etc.
	: Same as 906-1400.

907.
COAST
DEFENSES

: 907-100 Air Stations : List - Describe under 906-400
: : if Navy, under 803-100 if army.
:
: 907-200 Fortifications : Location (definite) - zones
: (coast) : protected, equipment, accurate
: : descriptions - photographs.
: 907-300 Mine Fields : Where fields can be, and have
: : been laid.
: 907-400 Nets and Booms : Where booms and nets can be,
: : and have been placed. Descrip-
: : tion - Vulnerability.
: 907-500 Railway
: Batteries :

908.
BASES AND
YARDS

: 908-100 Importance : Kinds of work handled.
: 908-200 Defenses : General - Location of local
: : defenses. Important forts and
: : mine fields, etc. May be de-
: : scribed under 907.
: 908-300 Coal Reserves : Quantity - Facilities and
: : methods for taking on board -
: : Method of supply to yard.
: 908-400 Oil Reserves : Quantity - Facilities and
: : method for taking on board -
: : method of supply to yard.
: 908-500 Barges and Tugs : Numbers at yard - types of -
: : capacity - power, etc.
: 908-600 Building : Building ways - sizes and types
: Facilities : of ships built.
: 908-700 Repair : Capacity of cranes - capacity
: Facilities : of shops and kinds of work
: : handled.
: 908-800 Dry Docks : Capacity, etc.
: 908-900 Floating Docks : Capacity - Depth of water re-
: : quired, etc.
: 908-1000 Docks : Length - cranes on - depths of
: : water alongside at various
: : tides - Channel leading to, etc

909.
HYDROGRAPHY

: 909-100 Surveying : What department of Government
: : handles it?
: 909-200 Coast Lines : Land marks, special photographs
: : of. General photographs of
: : land falls with descriptions.
: 909-300 Landing Beaches : From point of view of landing
: : an armed expedition. Refers
: : mostly to beaches away from
: : town. If near a town refer to
: : it here and describe under 601
: : -700. General topics as
: : follows:

910.

OPERATIONS

910-100 Aviation	: (a) Location
	: (b) Nature of beach
	: (c) Possibility of landing at various tides.
	: (d) Possibility of landing in various weathers.
	: (e) Distance of landing from anchorage.
	: (f) Defense of landing by enemy.
	: (g) Covering of landing by our ships.
	: (h) Feint to blind landing.
910-200 Engineering	: Any particular feats accomplished - Experiments - Target practice - Scouting, etc.
910-300 Historical	: Storming competitions, etc.
	: Describe any previous campaigns
	: any particular operations during a war. This information
	: might show us how a certain point would be defended or how
	: we could successfully attack.
910-400 Maneuvers	: When and how carried out - For game.
910-500 Mine Laying	: Links with 907-300. Speed with which mines have been laid.
910-600 Mine Sweeping	: Any operations carried out - Instructions for, etc.
910-700 Movements	: Particular cruises of large forces - Assignment of ships to particular stations.
910-800 Submarines	: Maneuvers, etc. Policy in regard to use of.
910-900 Surface Ships	: Maneuvers, etc. Policy in regard to use of.
910-1000 Target Practice	: Give any details which can be secured.
910-1100 Troop Transportation	: Give any details which can be secured.
910-1200 Smoke Screens	: Use of.

911.

INTELLIGENCE

911-100 United States	: U.S. Attachés in country under consideration.
911-200 Attachés assigned foreign countries	: Countries to which sent - Names - Characteristics.
911-300 Organization	: Organization of Naval Intelligence Bureau, with methods employed. Number of officers and civilians employed in

COMMUNICATION

911-500 Agents

912-210 Radio

912-300 Visual Signals

912-400 Pigeons

912-500 Codes

912-600 Ciphers.

912-700 4670

NAVIGATION
EQUIPMENT

913-100 Charts

913-200 COMPASSES

913-300 Gyr. Compasses

ORDINANCE

914-100 General Information

914-200 Armor

914-300 Bombs

914-400 Death Charges

914-500 Death Charge

Tracks and

Threewys

- : Home office - Same for Branch
- : offices - Specific annual
- : appropriation and additional
- : allotments from other funds.
- : Allowances for attaches.

: are they used? Where? How?
: Pay? Names if you can get tho-
: m. Persons suspected of being
: agents.

: Coast stations, equipment, lo-
: cation, operations, etc.

: Report under 701-303, 701-301,
: 701-302, 701-303 only.

- : Ship installations - Radio
- : compass - procedure and local
- : customs.

: Destination and Connecting
: points - Companies - Number of
: Cables - Alternate Routes.

: General - extent to which used;
: Methods, etc. Distances.

: General - extent to which used
: Methods, etc. Distances.

- : Exert every possible effort to
- : get information on, or copies
- : of codes.

: Exert every possible effort to
: get any information on, or
: copies of ciphers.

- : Means of communication to and
- : from aircraft - Include army
- : and commercial practice.

: Does the country get out its
: own? What charts are used?
: Reliability.

: Kind used - Special locations;
: any details on.

: Kinds used - All possible de-
: tails on - Reliability.

1: Any general remarks as to re-
2: liability of equipment - Gen-
3: eral condition, as clean,
4: rusty, etc.

: Not serial (See 906-900)

:	914-600	Fire Control,	:
:		General	:
:	914-700	Fire Control,	:
:		Director	:
:	914-800	Fuses	:
:	914-900	Gas	:
:	914-1000	Gas Screens	:
:	914-1100	Gas Shells	:
:	914-1200	Gas Projectors:	:
:	914-1300	Gas Masks	:
:	914-1400	Glasses (Ord-	:
:		nance	:
:	914-1500	Guns, Main Bat-	:
:		ttery.	:
:	914-1600	Guns, Secondary	:
:	914-1700	Guns, Landing	:
:	914-1800	Guns, Machine	:
:	914-1900	Guns, Anti-air;	:
:		craft	:
:	914-2000	Guns, small	:
:		arms.	:
:	914-2100	Gun Mounts	: Except turret mounts.
:	914-2200	Howitzers	:
:	914-2300	Inventions	:
:	914-2400	Listening De-	:
:		vices	:
:	914-2500	Magazines	:
:	914-2600	Mines	:
:	914-2700	Mine sweeping	:
:		devices	:
:	914-2800	Net Cutters	:
:	914-2900	Paravanes	:
:	914-3000	Periscopes	:
:	914-3100	Powder	: Note: All topics under 914-300
:	914-3200	Projectiles	:
:	914-3300	Range Finders	: to 914-4100, inclusive, are
:	914-3400	Sights	:
:	914-3500	Smoke Bombs	: purely technical subjects.
:	914-3600	Star Shells	:
:	914-3700	Submarine Nets:	:
:	914-3800	Torpedoes	:
:	914-3900	Torpedo Tubes	:
:	914-4000	Torpedo Nets	:
:	914-4100	Turrets	:
:			:
915.			:
<u>ENGINEERING</u>	915-100	General	: General discussion of Engineer
:			: - ing. Conditions in general
:			: development.
:	915-200	Boilers	: Include steam piping.
:	915-300	Electric Drives:	:
:			:
:			:

916.
SHIPS

: 915-400	Auxiliary Machinery	: All, including winches and steering and anchor engines.
: 915-500	Electric Equipment	: All handles by Bureau of Engineering in U. S. Navy - Include submarine storage batteries,.
: 915-600	Engines	: Except electric drives and turbines.
: 915-700	Gucl	: Rules for handling, etc.
: 915-800	Gas Engines	: Including heavy oil engines for submarines.
: 915-900	Inventions	:
: 915-1000	Microphones	:
: 915-1100	Radio Direction finders	:
: 915-1200	Turbines	:
: 915-1300	Reduction Gears	:
: 915-1400	Propellers	:
: 916-100	General	: Outline development - Summaries, etc.
: 916-200	Battleships	:
: 916-300	Battle Cruisers	:
: 916-400	Cruisers, including armored	:
: 916-500	Light Cruisers	:
: 916-600	Coast Defense	:
: 916-700	Monitors	:
: 916-800	Flotilla Leaders	:
: 916-900	Destroyers	:
: 916-1000	Torpedo Boats	:
: 916-1100	Submarines	:
: 916-1200	Sloops	:
: 916-1300	Mine Sweepers	: All available data wanted on
: 916-1400	Mine Planters	: all ships; photographs,
: 916-1500	Patrol Boats	: silhouettes, plans, pay
: 916-1600	Gunboats	: particular attention to
: 916-1700	Patrol Gunboats	: speeds and radio.
: 916-1800	Whalers	:
: 916-1900	Mystery Ships	:
: 916-2000	Destroyer Tenders	:
: 916-2100	Submarine Tenders	:
: 916-2200	Torpedo Depot	:
:	Ships	:
: 916-2300	Repair Ships	:
: 916-2400	River Gunboats	:
: 916-2500	Aircraft Carriers	:
: 916-2600	Aircraft Tenders	:
: 916-2700	Merchant Cruisers	:
:		:
:		:
:		:
:		:

	:	916-2800	Motor Boats	:
	:	916-2900	Transports	:
	:	916-3000	Hospital Ships	:
	:	916-3100	Ammunition Ships	:
	:	916-3200	Supply Ships	:
	:	916-3300	Colliers	:
	:	916-3400	Tankers	:
	:	916-3500	Yachts (naval)	:
	:	916-3600	Other types	:
	:			:
917.	:			:
TARGET	:	917-100	Appearance of ves-	:
<u>SIMCQUETTES</u>	:		sel when you are	:
	:		on certain bear-	:
	:		ings from her. In	:
	:		other words, if you	:
	:		see a stack tangent	:
	:		to a turret barbette	:
	:		what is the estimat-	:
	:		ed enemy course.	:
	:		This is important.	:
	:			:
	:			:

THIS MONOGRAPH COMPILED AS OF DECEMBER, 1932.

By The INTELLIGENCE SECTION,
DIVISION OF OPERATIONS AND TRAINING,
HEADQUARTERS, U. S. MARINE CORPS,
WASHINGTON, D.C.

ADDENDA: IN REAR OF MONOGRAPH: APPENDIX "A" SYSTEM OF SUPPLIES

GENERAL DESCRIPTION

Island of Haiti:

The Island of Haiti is the second largest in the West Indies, Cuba is the largest. Haiti lies between the parallels 17° and 20° north latitude, and meridians 68° and 75° west of Greenwich. The Atlantic Ocean borders it on the north and the Caribbean Sea on the south. It is separated from Cuba by the Windward Passage, 50 miles wide, on the west, and from Puerto Rico by the Mona Passage, 60 miles wide, on the east. Port au Prince, the Capital of the Republic of Haiti, is 1365 miles south of New York City.

Republic of Haiti:

The Republic of Haiti occupies approximately the western third of the island, and the Dominican Republic the eastern two thirds. The maximum length of the Republic of Haiti is 183 miles, and its width near the Dominican Border is about 114 miles. The area of Haiti, including dependent islands, is about 10,700 square miles, composed of 8,000 square miles of mountains and 2,700 square miles square miles of plains. The frontier, which separates the Republic of Haiti from the Dominican Republic, is not definitely defined but runs in a general irregular line south along the Massacre River from the north coast, usually following the mountain ridges and stream beds to Anse-a-Pitres on the south coast. This frontier has been changed many times by treaty and conquest, and, to this date, the complete frontier has not been definitely decided upon. This is still a source of controversy between the two republics. Haiti is divided into the following geographical provinces, as shown on plate, attached:

Tortue Island	Artibonite Plain
Plaine du Nord	Chaine des Mathoux
Massif du Nord	Cul de Sac Plain
North West Peninsula	Massif de la Selle
Central Plain	Massif de la Hotte
Montagnes Noires	Gonaives Island
	Montagnes de Trou de'Eau

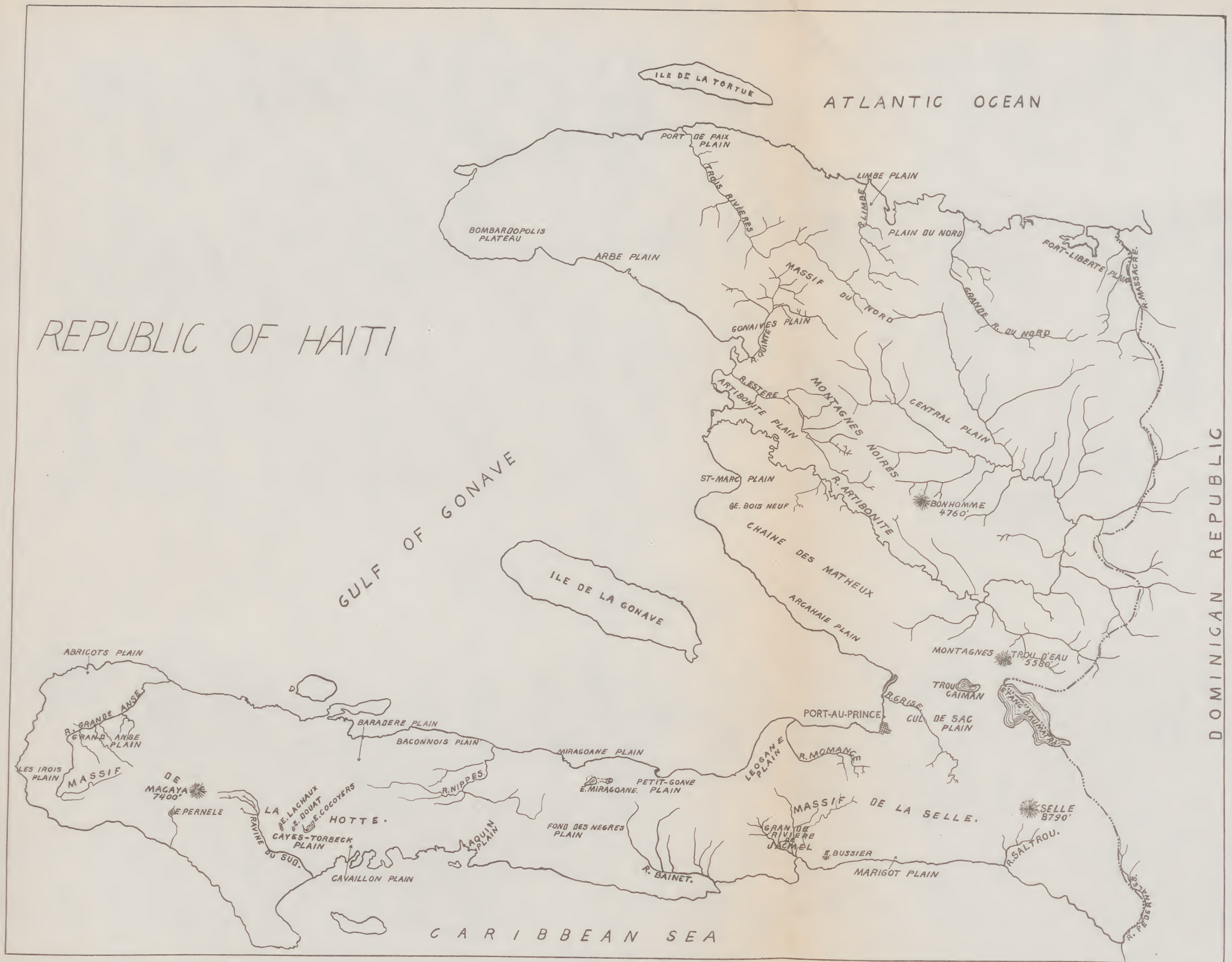
Population:

The population of Haiti is estimated at 2,250,000.

Mountains:

As its name implies, Haiti is a very mountainous country. The principal mountain chains are:

REPUBLIC OF HAITI



Haiti, General Description, Con't.

MASSIF DU NORD, located south of Plaine du Nord; has Peton Ciel; elevation 4590 feet, as its highest peak.

MONTAGNES NOIRES, lies between the Central Plain and the Artibonite Valley. The highest peak is Benhomme - elevation 4760 feet.

CHAINE DES MATHEUX, separates the Cul de Sac Plain from the Artibonite Plain. Trou d'Eau, elevation 5580 feet, is its highest peak.

MASSIF DE LA SELLE, is the southeast and its principal peak, La Selle, elevation 8790 feet, is the highest peak in the Republic.

MASSIF DE LA HOTTE, is located in the southwestern peninsula. Morne de Macaya, elevation 7400 feet, is the highest peak of this range.

Plains:

Although the country is very mountainous, there are a number of plains of comparatively smooth topography which lie between the sea and the mountains or between the mountain ranges. The area of these plains is shown in the following table:

1. Central Plain	544,000 acres
2. Artibonite Plain	200,000 "
3. Cul-de-Sac Plain	90,200 "
4. Arbe Plain	64,300 "
5. Plaine du Nord	54,400 "
6. Cayes-Torbeck Plain	49,400 "
7. Fort Liberte Plain	40,800 "
8. Grand'Anse Plain	38,300 "
9. Leogane Plain	25,900 "
10. Plains of Gonave Island	24,700 "
11. Arcahaie Plain	24,700 "
12. Limbe Plain	16,000 "
13. Gonaives Plain	14,800 "
14. Baradere Plain	13,600 "
15. Fond des Negres Plain	13,600 "
16. Miragoane Plain	11,000 "
17. Region of Port de Paix	9,900 "
18. Aquin Plain	9,900 "
19. Bombardopolis Plateau	8,600 "
20. Petit Goave Plain	7,400 "
21. Abricots Plain	7,400 "
22. Des Irois Plain	6,200 "
23. St-Marc Plain	5,000 "
24. Marigot Plain	3,000 "
25. Cavaillon Plain	2,000 "

Haiti, General Description, Con't.

Rivers:

The streams of the Republic of Haiti may be classified into four groups according to their outlets and general direction of flow. These groups are as follows:

- (1) Streams flowing north into the Atlantic Ocean:

Riviere Massacre
Grande Riviere du Nord

Riviere Limbe
Trois Rivières

- (2) Streams flowing westward into the Gulf of Gonaïves:

Riviere la Quinte
Riviere de l'Estere

Riviere de l'Artibonite
Riviere Grise

- (3) Streams flowing northward into the Gulf of Gonaïves:

Riviere Momance
Grande Riviere de Nippes
Riviere de la Grande Anse

- (4) Streams flowing southward into the Caribbean Sea:

Ravine du Sud
Riviere Bainet

Riviere Saltrou
Riviere Pedernales
Grande Riviere de Jacmel

Lakes:

Etang Sumatre (Lake Sumatra) at the east end of the Cul de Sac Plain with an area of 70 square miles and surface elevation of 42.6 feet above sea level is the largest lake in the republic. It has no outlet to the sea, and its water is brackish. Miragoane Lake located near the seaport of Miragoane has an area of 9.5 square miles and a water surface 29.4 feet above sea level. It is the largest freshwater lake, and has a subterranean outlet. The other lakes in the republic are:

Trou Caiman, fresh water, near Thomazeau.
Etang Bussier, near Jacmel.
Etang Lechaux, Etang Doual, and Etang Cocoyers, near Aux Cayes.
Etang Pernele, near Port a Piment.
Etang Bois Neuf, south of St-Marc.

History of Haiti:

Haiti, known to the Carib natives as Quisqueya, or Haiti, was discovered by Christopher Columbus on December 6, 1492, and

Haiti, General Description, Con't.

named by him Hispaniola. His flagship, the Santa Maria, was wrecked on Christmas Eve in the vicinity of Cape Haitien. With the salvaged timbers from the wreck the Fortress La Natividad was built near the site of the present city, the first settlement of white men in the new world. When he returned a year later it had been wiped out by the Indians, infuriated by the cruelty of the Spaniards. The anchor of the flagship, which was exhibited by the Haitien Government at the Chicago World Fair and at the Philadelphia Sesquicentennial Exposition, is now on exhibition at the National Palace in Port au Prince.

Spain ceded Haiti to France by the Treaty of Ryswick in 1697. Under French administration, it was ranked as the richest colony in the world. Sugar, coffee, cotton, indigo and dyewoods were exported to Europe. Irrigation systems, great plantations, and splendid roads in the north and in the Plain of Cul de Sac, at the threshold of Port au Prince, had made the French part of the island famous throughout Europe. The foundation of the amazing wealth of Haiti, which reached its peak between the years 1758 and 1791 was slave labor, which was imported into the island by the Spanish soon after its discovery. In 1791, the total number of slaves was 480,000, while the total population was but 536,000. There were thousands of prosperous cacao, indigo and coffee plantations owned by the Whites and Mulattoes. Under the leadership of Toussaint l'Ouverture, in 1791, an uprising of the slaves assumed formidable strength, and in 1793 the power of Toussaint reached its height when the slaves were freed. The French Government suspicious of the loyalty of Toussaint deported him to France, where he died in prison. Jean Jacques Dessalines took up the struggle. On New Year's Day, 1804, with the forces of France routed by battle losses and devastating fevers, Dessalines proclaimed Haiti's Independence. The official name of the French Colony, St-Domingue, was abolished and the original name, Haiti, meaning "mountainous country", restored.

At the end of this sanguinary struggle little evidence of the French Occupation remained. Irrigation systems had been destroyed, the fine roads ruined by neglect, plantations had been burned and their buildings razed to the ground, for in the eyes of the victorious blacks all were symbols of the harsh slavery to which they had been subjected. Traces of these ruins may be found in all parts of the island, overgrown by jungles.

Dessalines, (at the height of his power), was assassinated in 1806. During the following period of 108 years, prior to the intervention of the United States, civil wars and revolutions marked the history of Haiti. Twenty-four executives were in power during that period. Of this number 17 were driven from office by revolutions, two of whom were assassinated. Five died while in power,

Haiti, General Description, Con't.

three of the deaths being from violent causes. Eleven of the total number served less than one year each. In the four years immediately preceding the American intervention on July 28, 1915, Haiti had been ruled by six Presidents.

The intervention of the United States was precipitated by the summary massacre of 167 political prisoners by President Guillaume Sam, whose power was threatened by a revolutionary force at the time. The horror excited by this massacre culminated in his seizure by an infuriated mob which killed him, and then dismembered his body. At this critical time Haiti was bankrupt, its government impotent to maintain order, its credit exhausted, and its standing among the nations at low ebb.

NEW CONSTITUTION OF REPUBLIC OF HAITI

Ratified by a plebiscite held June 2, 1935, the new constitution of Haiti went into effect upon publication on June 17, 1935. It was drafted by a special commission of the legislature and signed by nearly all the members of both houses, and takes the place of that issued in 1932.

THE HAITIAN PEOPLE

Proclaims the present Constitution with a view to affirming the public power, to assure the predominance of general interest over private interests, to guarantee the public peace for the development of social progress and the well-being of generations present and future.

TITLE I

Concerning the Territory of the Republic

Art. 1. Haiti is an independent State where the Sovereign power lies with the people.

Its territory and the dependent Islands are inviolable and may not be alienated by any treaty or by any convention.

These Islands are: La Gonave, La Tortue, l'Ile aux Vaches, Les Cayemettes, la Navase, la Grande Caye.

Art. 2. The territory of Haiti is divided into Departments, Arrondissements and Communes. The number and the boundaries of these divisions are fixed by law which also provides for their organization and operation.

Nevertheless, no military post, quarter or commune may be erected except as a result of an inquiry of the Executive Power establishing that the general development of the locality justifies such a measure.

TITLE II

Concerning Civil and Political Rights

Art. 3. Civil rights together with political rights unite to form the attributes of a citizen.

The exercise of civil rights independent of political rights is provided by law.

Art. 4. Any Haitian 21 years of age exercises political rights provided that he does not fall among those cases incapacitated by law.

Art. 5. Foreigners naturalized as Haitians are not admitted to the exercise of political rights except after ten years from the date of their naturalization.

Art. 6. All Haitians are equal before the law. They are equally admissible to civil and military employment under the conditions established by law.

Nevertheless, as far as concerns the exercise of civil rights, certain differences may be established by the law between native Haitians and naturalized Haitians.

Art. 7. The right of property is guaranteed to citizens. The expropriation of real estate (immeubles) for reasons of necessity and public utility cannot take place except through the payment or consignment to the order of the rightful person (owner) of a just indemnity paid in advance. But property carries with it also certain obligations. Its use must be in the general interest. The owner of real property owes, with respect to the community, the duty of cultivation and exploiting the soil. Sanction of this obligation is provided for by law.

Art. 8. The right to own real property is accorded to foreigners residing in Haiti and to companies formed by foreigners solely for the needs of their dwellings, the agricultural, commercial and industrial enterprises, or for the establishments of learning which may be legally authorized. Within a period of one year after the foreigner has ceased to reside in the country or after the operations of the company have ceased, this right will end in accordance with the law which also provides the regulations to be followed with respect to the transmission and liquidation of the property (biens).

Art. 9. Freedom is granted to all cults. Everyone has the right to profess his religion and to exercise its worship, providing that it does not disturb public order.

The Catholic religion, professed by the majority of Haitians, enjoys a special situation arising from the Concordat existing between the Haitian Government and the Holy Apostolic See.

Art. 10. Everyone has the right to express his opinions on all matters.

The abuses of this right are defined and restricted by law.

Art. 11. There is freedom of instruction. Freedom of instruction is exercised under the control and surveillance of the State in accordance with law.

Primary instruction is obligatory.

Public instruction, up to and including secondary instruction, is gratis, without prejudice to such conditions as to admission as may be established by law.

The institutions of higher learning of the State are open to young people who fulfil the conditions prescribed by law and regulations.

Art. 12. French is the official language. Its use is obligatory in the Public Sciences.

TITLE III

Concerning the Exercises of Sovereignty of the Organs of the State

Art. 15. Sovereignty lies with the people who exercise it; 1^o- through the free choice that they make of a Chief of the Executive Power; 2^o- through the election of the members of the Chamber of Deputies and of the senatorial electors; 3^o- through the opinion that they may, by a referendum, emit on all questions which interest them and upon which they have been consulted by the Chief of the Executive Power.

The procedure and the guarantees of the referendum are established by decree of the Chief of the Executive Power.

TITLE IV

Concerning the Government

Art. 14. The Government of Haiti is republican and democratic. It functions through the Executive Power, directed by a President who holds the public power (puissance) under whose authority function the various organs of the State, and who is assisted by a Legislative Body and a Judiciary Body.

Responsibility is individual and attaches to all public functions.

A special Court known as the High Court of Justice composed of the President of the Tribunal of Cassation, the President of the Senate and the President of the Chamber of Deputies, will take cognizance of the crime of treason and other crimes or misdemeanors committed by the President of the Republic, the Secretaries of State and the members of the Tribunal of Cassation in the exercise of their functions.

This court may not pass judgment except upon a bill of accusation pronounced by two-thirds of the Senate of the Republic and may not apply any other punishment except vacancy of office (decheance), dismissal and the prohibition to hold any public office for a period not less than one nor more than five years.

TITLE V

Concerning the Legislative Body

Art. 15. The Legislative Body comprizes a Chamber of Deputies of 37 members and a Senate of 21 members.

It holds session at Port au Prince.

Nevertheless, it may be called upon, according to circumstances, to convene elsewhere.

Art. 16. To be a member of the Chamber of Deputies one must:

- 1^o - be 30 years of age.
- 2^o - enjoy and exercise civil and political rights.
- 3^o - have resided at least two years in one of the Communes of the Department which one desires to

represent, or instead, have kept and maintained therein an establishment of importance from the time when one ceased to reside therein.

4^o - be possessed of real property.

Art. 17. To be a member of the Senate one must:

1^o - be 30 years of age.

2^o - enjoy and exercise civil and political rights.

3^o - have resided at least two years in one of the Communes of the Department which one desires to represent, or instead, have kept and maintained therein an establishment of importance from the time when one ceased to reside therein.

4^o - be possessed of real property.

Art. 18. The allocation of seats for Deputies and Senators is fixed by law.

Art. 19. The Deputies are elected by universal suffrage for a period of four years.

The Senators, up to eleven in number, are elected for six years by the Chamber of Deputies, from two lists of three candidates for each seat, furnished one by the electoral colleges in accordance with the manner prescribed by law, and the other by the Executive Power.

The other ten are appointed for the same term by the President of the Republic.

The members of each chamber take oath individually to maintain the rights of the people and to be faithful to the Constitution.

Concerning the Attributes of the Legislative Body

Art. 20. The Legislative Body meets of its own right on the 15th of January every year.

The Session lasts three months.

Sessions take date as of the convening of the two Chambers in National Assembly.

The President of the Republic may adjourn the two Chambers, but such adjournment may not be for more than two months and must not be repeated during the course of the session.

In the case of grave conflict, be it between the two Chambers, be it between them or one of them and the Executive Power, the President of the Republic has the power to dissolve the Legislative Body. The decree of dissolution will at the same time order new elections. These elections will take place within a period of three months from the date of the decree.

During these three months, the President of the Republic is authorized, in Council with the Secretaries of State, to issue decrees which will have the validity of laws and which, when submitted for ratification by the Chambers at their next meeting, may be rejected only by a majority of two-thirds of each Chamber.

Art. 21. The Legislative Body enacts laws on any subject of public interest and shares the initiative with the Executive Power. It votes the State Budget. But the Executive Power alone has the right to take the initiative with respect to laws concerning public expenditure and these may, in no case, be increased by the Legislative Body.

Art. 22. The sessions of the Legislative Body are public. Nevertheless, either of the two Chambers may form itself in secret committee upon the request of a member and after a majority vote.

Art. 23. The Legislative Body fixes, by means of interior regulations, its discipline, the order according to which it carries out its labors, and determines such sanctions as may be applied to members who do not conform to them.

Deputies and Senators receive from the Public Treasury a monthly salary of two hundred and fifty dollars.

Any member of the Legislative Body who shall become Secretary of State or be charged with a temporary mission abroad ceases, for the time being, to have right to the salary allotted him in the paragraph next above.

Art. 24. Any law passed by the Legislative Body is to be immediately addressed, with a view to promulgation, to the President of the Republic. If the President of the Republic is of the opinion that it should not be promulgated, he will return it to the Legislative Body with his observations.

Within eight days after the return of the law to the Chamber which first passed it, this Chamber will request the other Chamber to join with it in National Assembly to resolve the objections. If the objections are rejected by the National Assembly and the President of the Republic persists therein, the law will be submitted by the National Assembly to a new and final examination which may only take place at the commencement of the next regular session.

Art. 25. The laws and other acts of the Legislative Body are published in the MONITEUR and inserted in the BULLETIN DES LOIS.

Art. 26. For the duration of his term and except in the case of flagrante delicto, no member of the Legislative Body may be arrested or prosecuted on any charge, criminal, correctional or police, without the authorization of the Chamber to which he belongs.

Concerning the National Assembly

Art. 27. The joint session of the two Chambers constitutes the National Assembly.

The Presidents of the Senate and Chamber of Deputies are by right President and Vice President of the National Assembly which has as secretaries the same secretaries as the offices of the two Chambers.

Art. 28. The attributes of the National Assembly are:
1^o - to receive the oath of the President of the Republic; 2^o - to inaugurate and close the legislative sessions; 3^o - to frame drafts for constitutional revision, to proclaim a new Constitution when complete revision is concerned; to introduce into the Constitution such amendments as may be made by popular referendum when it is a question of partial revision; 4^o - to resolve the objections of the President of the Republic as set forth in Art. 24 of the Constitution; 5^o - to approve or reject treaties of peace and other treaties or international conventions; 6^o - to select the permanent committee provided for in Art. 30 following; 7^o to designate the three candidates for the Presidency of the Republic as is foreseen in Art. 38 following.

Art. 29. In case of death, resignation, forfeiture (decence) or judicial interdict of a Deputy or Senator, it is provided that his replacement shall be only for the remainder of his term. This shall hold even should elections not take place or in the case that elections are nullified in one or more voting districts. There will be no partial election if the vacancy occurs during the course of the last regular session of the Legislature unless there are several Deputies or Senators to replace.

Concerning the Permanent Committee of the National Assembly

Art. 30. At the close of each regular session, the National Assembly establishes a permanent Committee composed of eleven members, approved by (agrees) the President of the Republic of whom six are Deputies and five are Senators.

The Permanent Committee designates its own President and functions during the inter-session.

It collaborates in the drawing up of decrees by the President of the Republic during the period between sessions; authorizes its President to countersign the said decrees when it has approved them; will make, at the opening of each regular session a report to the National Assembly upon the urgent measures in which it has participated.

TITLE VI

Concerning the Executive Power.

Art. 31. The Executive Power is exercised by a citizen who has the title of President of the Republic and who personifies the Nation.

- Art. 32. To be President of the Republic one must:
- (1) be born of a father who himself was a native-born Haitian and never have renounced one's nationality;
 - (2) be possessed of real property in Haiti;
 - (3) be forty years of age;
 - (4) enjoy civil and political rights.

Art. 53. Before entering upon his duties, the President of the Republic shall take oath before the National Assembly, as follows:

"I swear before God and upon my honor to work for the happiness of the Haitian People, who have confided in me their destinies, to administer faithfully their interests and to bring to this task the firmness and will of the responsible Chief."

Art. 54. The President of the Republic is elected for a term of five years, and his term is only renewable for one new period of five years.

No citizen may be elected President of the Republic if he has twice exercised the Presidential mandate.

The President of the Republic resides in the National Palace at Port-au-Prince and receives from the Public Treasury a monthly salary of \$2,000.

Concerning the Attributes and Prerogatives of the President of the Republic

Art. 55. The President of the Republic holds the supreme Administration of the Country.

(a) He exercises the Commandership in Chief of the land, sea and air forces, executes and causes to be observed the laws and the Constitution through the emission of decrees, arretes, regulations and orders to this end.

(b) Appoints and revokes appointments of employees and functionaries who assist in the general Administration.

(c) Convoques the Legislative Body in extraordinary session.

(d) May, if political or other circumstances warrant, postpone for three months at the most, the normal time for legislative elections, in which case the Senators and Deputies retain their functions until the inauguration of the Chambers.

(e) Declares war, with the authorization of the National Assembly, and makes peace.

(f) Negotiates international conventions and treaties.

(g) Decides, in the case of evident insufficiency of State resources, or when he esteems that certain political and economic circumstances of national life are of such a nature as to trouble public peace, upon all internal loans concerning whose use he renders account to the Legislative Body at its next session.

(h) Declares martial law in cases of necessity.

(i) Exercises: Supreme direction over security police, the right of pardon and of commutation of sentence.

(j) Accords all amnesties.

Art. 36. The Secretaries of State countersign all acts of the President of the Republic, with the exception of the Presidential Decrees (Arretes) nominating them.

Art. 37. At the opening of each regular session, the President of the Republic, either in person or by a message informs the Legislative Body as to such measures as have been taken up to date, to assure national economy, improve the road service, public hygiene, social assistance and to combat illiteracy in the rural masses; sets forth finally all the results obtained during the course of the year and the measures which should be taken for the general well-being.

Concerning the Election of the President of the Republic

Art. 38. Three months prior to the expiration of the term of the President then in office, the National Assembly, if the Legislative Body is in session, convenes automatically in secret committee and designates three candidates among the citizens aspiring to the Presidency and who must declare themselves to the Assembly by registered letter. If the Legislative Body is not in session, the President of the Republic is obliged to convoke the National Assembly to this end. In either case, the minutes of the designation are drawn up in triplicate, all of which to be considered originals, and signed by all members present at the said Assembly. One of the originals to which are annexed the letters of the designated candidates is forwarded immediately to the President of the Tribunal of Cassation; the record is transmitted to the Secretary of State for Interior who is obliged to have it inserted without delay in the MONITEUR and published in all Communes of the Republic; the last is retained in the archives of the National Assembly. Within the eight days following the publication in the MONITEUR of the minutes of the National Assembly designating the three candidates for the Presidency, the primary electoral Assemblies of each Commune are convoked by the President of the Republic. They convene upon the date fixed in the decree of convocation and vote by secret ballot for any one of the three candidates.

There are drawn up, in accordance with the conditions fixed by the electoral law, a proceedings in double original showing the number of votes obtained by each of the three candidates. These proceedings are signed and certified correct by the office which has collected the votes; and furthermore are transmitted, under sealed and closed envelope, one to the President of the Tribunal of Cassation, the other to the Dean of the Civil Tribunal of the electoral district where the proceedings were drawn up. The original addressed to the Dean will be deposited on his personal responsibility with the clerk's office of his Tribunal.

As soon as the envelopes have been received from all Communes, the President of the Tribunal of Cassation informs the President of the Senate and the President of the Chamber of Deputies and invites them to appear, upon the tenth day preceding the date of the expiration of the term of the President then in office, at the Tribunal of Cassation, to assist in opening the envelopes and counting the votes. The public is permitted to attend. In a loud and intelligible voice, the President of the Tribunal of Cassation will state the contents of each envelope which will then be recorded.

The candidate who, after the count, will have received the greatest number of votes will be declared President of the Republic by the President of the Tribunal of Cassation. He will be notified the same day. The Chambers will meet in National Assembly, to receive his constitutional oath, within twenty-four hours preceding the expiration of the term of the President then in office.

In the case that either the President of the Tribunal of Cassation, or the President of the Senate of the Republic, or the President of the Chamber of Deputies, shall be among the three candidates designated by the National Assembly, the functions above provided for will be carried out in the first case by the vice president of the Tribunal of Cassation, in the other two cases by the first Secretaries of the offices of the Senate and Chamber.

Art. 39. In case of vacancy in the office of President of the Republic, the Council of Secretaries of State is invested temporarily with the Executive Power.

If the Legislative Body is in session it will immediately address to this Body a message demanding that it convene in National Assembly with a view to proceeding to the designation of the candidates for the presidency of the Republic as is provided for in Article 38 above.

Within the period prescribed in the said Article 38, the Council of Secretaries of State convokes the primary Assemblies. In this special case, the President of the Tribunal of Cassation invites the President of the Senate and the President of the Chamber of Deputies to meet at the Tribunal of Cassation at a date to be indicated by him to assist in opening the envelopes and counting the votes. If the Legislative Body is not in session, the Council of Secretaries of State immediately convokes the Chambers in extraordinary session.

Concerning the Secretaries of State

Art. 40. The Chief of the Executive Power has for his immediate collaborators the Secretaries and Under-Secretaries of State, chosen by him, whose number and attributes are determined by law.

In order to be a Secretary of State, one must:

- (1) Be thirty years of age;
- (2) Enjoy civil and political rights;
- (3) Be possessed of real property.

The Secretaries of State meet in Council under the presidency of the President of the Republic, or under one of their number delegated by him.

The deliberations of the Council are recorded in a register and the minutes of each session are signed by the members of the Council present.

Art. 41. The Secretaries of State are responsible, respectively, for the actions of their Departments as well as for the non-execution of laws.

The Secretaries of State have access to both of the two Chambers as well as the National Assembly, but only to support bills and the objections of the Executive, and to make all other official communications.

Each Secretary of State receives from the Public Treasury a monthly compensation of Five Hundred Dollars.

TITLE VII

Concerning the Judiciary

Art. 42. Justice is rendered in the name of the Republic by a Tribunal of Cassation, by Civil Tribunals and by Tribunals of the Peace.

The number and attributes of these different classes of tribunals are fixed by law.

Art. 43. The judges of all the Tribunals, as well as the State Prosecutors (Officiers du Ministère Public) are appointed by the President of the Republic. The qualifications requisite to be a judge or State Prosecutor are determined by law.

Only the Judges of the Peace and the State Prosecutors are removable. The judges of the Tribunal of Cassation and those of the Civil Tribunals cannot be replaced before the expiration of their terms of office, which are fixed at 10 years for the former and 7 years for the latter, without prejudice, however, to what may be prescribed by the regular law against judges who are condemned to imprisonment, or who incur a sentence of ignominious or afflictive punishment.

Art. 44. The Tribunal of Cassation does not concern itself with the merits of a case. Nevertheless, in all matters other than those submitted to a jury when, upon a second appeal, and in spite of an exception, the same action is presented by the same parties, the Tribunal of Cassation, admitting the appeal, will not return the case but will make its decision upon a consideration of the merits of the case, in a joint session of the two sections of the Court. The Tribunal of Cassation passes upon the competency of the courts and the constitutionality of laws, according to the method established by law. It is equally competent to act in all cases of decisions rendered by Military Tribunals on the charges of incompetency or the exceeding of authority.

The Tribunal of Cassation renders decisions also without appeal on matters of urgency and in cases of reversal of decisions of Judges of Instruction.

TITLE VIII

Concerning the Organization of the Communes

Art. 45. The local administration of each Commune is exercised by those citizens elected by a special Assembly formed exclusively of taxpayers the classes of which are fixed by law.

The functioning of this special Assembly is also fixed by law.

One of the three citizens thus elected is, by Decree of the President of the Republic, named Communal Magistrate for a duration of four years.

Art. 46. Communal Administration is placed under the immediate control of the Executive Power, and its functions are determined by law.

TITLE IX

Concerning the Public Forces

Art. 47. The Public Forces of the Republic of Haiti are designated the "Garde d'Haiti". It is established for the internal and external security of the Republic. Its organization and discipline are determined by the regulations and the manuals of Military Justice in force in all their various dispositions, or by laws which may replace them.

Art. 48. Military men in active service are not eligible to representative or executive positions. Any candidate for one or the other of these positions must resign at least one year before the period fixed for the elections.

TITLE X

Concerning the Primary Assemblies

Art. 49. The Primary Assemblies comprises the general primary Assemblies and the special primary Assemblies. The former meet of their own right every four years and elect the Deputies; the latter, also every four years, but convoked by the President of the Republic, to elect the members of the Communal Administrations

Art. 50. The qualifications which may be required in order to exercise the right of suffrage in the primary, general, and special Assemblies are determined by law.

TITLE XI

Concerning the Finances

Art. 51. The taxes to the profit of the State and of the Communes, and their augmentation or diminution, can only be established by a law. This law remains in force for only one year.

Art. 52. No funds in the Public Treasury may be disbursed, if the Legislative Corps is in regular session, except by virtue of a law proposed by the Executive Power.

Art. 53. The accumulation of State salaried positions is forbidden, except in the case of Education, and without prejudice to what is provided in the third line of Article 25 of the present Constitution.

Art. 54. The State Budget is voted each year by the Legislative Body.

The Secretary of State for Finance is enjoined, in his personal responsibility, to grant to each Department each month only one-twelfth of the totals voted in the budget, unless by a decision of the Council of the Secretaries of State in an extraordinary circumstance.

The General Accounts of receipts and disbursements of the Republic are maintained by the Secretary of State for Finance according to an accounting system established by law.

The Fiscal Year commences the first of October and ends the thirtieth of September of the following year.

The budget and the general accounts are submitted to the Legislative Body by the Secretary of State for Finance, not later than fifteen days after the opening of the Legislative Session.

The general accounts will be verified in the course of the regular session and a (release) will be given to the Secretaries of State at the end of each session.

TITLE XII

Concerning the Revision of the Constitution

Art. 55. The Legislative Body on the proposal of one of its two branches or of the Executive Power, has the right to declare in the course of an ordinary session that there is no need to revise, partially or totally, the dispositions of the Constitution then in force.

This declaration is to be served immediately upon the President of the Republic, and published in the Official Journal.

At the end of the regular session, the Legislative Body is convoked in extraordinary session to pass, in National Assembly, solely upon the proposed revision.

The revision accomplished, the Executive Power is advised to the end that it may be submitted, in the three months following, to popular ratification.

If the people ratify the revision proposed by the National Assembly, it shall be proclaimed as the new Constitution, in a special session, if it is a question of total revision; or the provision shall be amended, if it is a question only of a partial revision, and, in this latter case, they shall be incorporated in the Constitution.

TITLE XIII

General Provisions

Art. 56. The national colors are blue and red placed horizontally. The arms of the Republic are: The palm tree surmounted by a liberty cap adorned with a trophy with the legend, "L'Union Fait la Force." (In Union there is Force.)

Art. 57. No oath may be imposed except by virtue of the Constitution or of a law.

The law cannot add or detract from the Constitution. The letter of the Constitution must always prevail.

Art. 58. The National Holidays are: that of Independence on January 1; that of Agriculture on May 1; that of the Flag on May 18; and that of the Restoration of the Rights of the Haitian People on August 21.

The legal holidays are determined by law.

Art. 59. All elections shall be by secret ballot.

Art. 60. Martial law may be declared by the President of the Republic whenever the internal or external security of the Republic renders this exceptional means obligatory.

The effects of martial law are regulated by law.

Art. 61. The death penalty may not be applied in political cases except for the crime of treason.

TITLE XIV

Special Provision

Special Article. - The Citizen Stenio Vincent, present President of the Republic, deserving well of the country for having: (1) liberated the country from foreign tutelage; (2) undertaken seriously its economic organization, and the majority of the people of the country having publicly manifested the desire that there be no break in the continuity of the work undertaken by the present President, the said Citizen Stenio Vincent is invested with a new term of office for five years beginning May 15, 1956.

TITLE XV

Transitory Provisions

(A) The first legislative elections and the appointment of the ten Senators to be selected by the President of the Republic, which will follow the adoption of the present Constitution, shall take place within six months from April 1, 1956, i.e., October 1, 1956, at the latest. The Legislative Body thus formed shall meet on the 15th of January following, which is the constitutional date for the meeting of the two Chambers, and on which date will end the term of the present Legislative Body.

(B) The President of the Republic may, if the interests of justice demand it, suspend the irremovability of the Judges of the Tribunals for a period of six months beginning May 15, 1956.

(C) The present Constitution shall become effective as soon as it shall have been ratified by the people and published in the Official Journal.

Done at the Legislative Palace on the 16th day of May, 1953, in the 132nd year of the Independence.

- - - - -

STATE
(100 Section)

Government

101-100

Executive: Haiti has a republican form of government. Following the ratification of the Haitian-American Treaty in 1915, its present Constitution was ratified in 1918. Under the treaty, the United States pledged itself to stabilize Haiti's finances, maintain order, and to carry out plans for the country's rehabilitation.

The legislative power was vested temporarily in a Council of State of 21 members appointed by the President. The restoration of the former Senate and House of Deputies in January, 1930, formally pledged by the President, and is now in effect. The executive power at that time was vested in the President, Louis Borno, whose second term expired on May 15, 1930.

Because of disorders caused by political agitation during the latter part of the year 1929, the President of the United States appointed the Forbes Commission to investigate and report on conditions in Haiti. This commission provided for the assumption of office by a temporary president, on May 15, 1930, who would call an election of the legislative assembly, consisting of two chambers, which, when convened would proceed to elect a permanent President of the Republic for a full term of six years. Eugene Roy was appointed temporary president, agreeing to present his resignation upon the convening of the legislature, and not to be a candidate for reelection. the elections for the chambers were held October 14, 1930. No disorders of any consequence occurred. The Chambers were opened in November, 1930, in Port au Prince, and proceeded with the election of a president, the present incumbent, Stenio Vincent, who assumed office on November 18, 1930.

The Government of Haiti is based on a national constitution adopted on June 18, 1918; numerous amendments have been made to this constitution. The present constitution and amendments provide that the Republic of Haiti is governed by three powers, viz: The Executive Power, The Legislative Power, the Judicial Power.

Executive Power:

1. The President of the Republic: The Executive Power is exercised by a citizen who takes the title of the President of the Republic. The President of Haiti is elected for six (6) years by the Assemblée Nationale (meeting of Senate and Chamber of Deputies). He cannot serve two consecutive terms. He enters office the 15th. of May, except when he shall have been elected to fill a vacancy; in this case he assumes the duties of his office immediately after his election and his term expires after six years beginning from May 15th. immediately preceding his election. The citizen who has ful-

filled the duties of President is not eligible for reelection until an interval of six years from the expiration of his first term, and if he has been elected President and has served two terms he is no longer eligible to this office. In case of vacancy in the office of President, the Council of Secretaries of State is invested temporarily with the Executive Power. It shall immediately convoke the National Assembly, for the election of a President of the Republic. If the Legislative Body is in session, the National Assembly shall be convoked without delay. If the Legislative Body is not in session the National Assembly is bound to meet within a period of ten days after the vacancy occurs, with or without convocation by the Council of the Secretaries of State. To be elected President of the Republic it is required: 1st. To be born of a Haitian father and never to have renounced Haitian nationality. 2nd. To be over 40 years of age. 3rd. To be in possession of civil and political rights.

The President of the Republic appoints and revokes Secretaries of State; he appoints, without reference to the Legislative Power, all civil, judicial and military officers; he may revoke all, except Judges of the Court of Cassation and Civil Courts. He is charged with the duty of seeing that the treaties of the Republic are executed; he causes the seal of the Republic to be affixed to the laws and promulgates them; he is charged with the execution of the Constitution and the laws, acts and decrees of the Legislative Body and the National Assembly; he makes all regulations and decisions necessary for that purpose, but does not have the authority to suspend or interpret the acts, laws and decrees themselves, or to dispense with their execution; he provides for, in accordance with the law, the internal and external surety of the state; he makes all international treaties or conventions, subject to the approval of the National Assembly; he has the right of pardon and of commutation of penalties; he may grant amnesty in political offenses.

All the President's acts, except the "Arrete" appointing the Secretaries of State, must be signed by him and countersigned by the Secretary of State charged with the execution of the matter. The President receives an annual salary of twenty-four thousand dollars.

2. Secretaries of State: The Cabinet consists of five Secretaries of State. The President of the Republic may, when he deems it necessary, appoint Assistant Secretaries of State whose functions shall be determined by law. The Secretaries of State and the Assistant Secretaries of State are distributed among the following Ministerial Departments: Finances, Commerce, Public Instruction, Justice, Public Works, Foreign Relations, Religion, Interior, Work, Agriculture. This distribution is done by an "Arrete" according to the wishes of the President.

The Secretaries of State form a Council, presided over by the President of the Republic, or by one of their members delegated

by the President. This Council is held at the National Palace. Any decision, or executive act, or any projected law which is originated by the President or a Secretary of State, is, before being presented to the Chamber of Deputies and Senate, approved by the Council of the Secretaries of State. The Secretaries of State have the right to the floor of either Chamber of the Legislative Body, as well as the National Assembly, but only for the purpose of discussing projects of law proposed by the Executive Power (and of sustaining its objections), or to make any other official communications. Each Secretary of State is responsible for the acts of his department as well as for the non-execution of laws relative thereto. To be appointed a Secretary of State, it is required: 1. To be over 30 years of age. 2. To be in possession of civil and political rights. Each Secretary of State receives from the Public Treasury an annual salary of six thousand dollars.

Legislative Power:

The Legislative power is exercised by two assemblies; a Chamber of Deputies and a Senate, which form the Legislative Body:

1. Chamber of Deputies: The number of Deputies shall be fixed in proportion to the population, on a basis of one Deputy for each 60,000 inhabitants. Pending a census of the population, the number of Deputies is fixed at 36, distributed among the Arrondissements now existing as follows: Three (3) Deputies for the Arrondissement of Port au Prince, two (2) for each of the Arrondissements of Cap-Haitien, Aux Cayes, Port de Paix, Conaives, Jeremie, Saint-Marc and Jacmel, and one (1) Deputy for each of the other Arrondissements. The Deputy is elected by the Majority of votes cast in the primary assemblies of the circumscription, in the manner and under the conditions proscribed by the electoral law. To be a member of the Chamber of Deputies it is required: 1st. To be over twenty-five (25) years of age. 2nd. To be in possession of civil and political rights. 3rd. To have been a resident for at least one year in the Arrondissement to be represented.

Deputies are elected for a term of two years, and are eligible for reelection. They enter office on the First Monday of April of the even year. Each receives an annual salary of one thousand eight hundred dollars plus one thousand two hundred for expenses.

2. Senate: The Senate is composed of fifteen (15) members. The term of office is for a period of four (4) years and commences the First Monday of April of an even year. They are eligible for reelection. The Senators represent the Departments and are distributed as follows; The Department of the West - 4; three (3) each for the Departments of the North, South and Artibonite and two (2) for the Department of the Northwest. They are elected by uni-

versal and direct suffrage at the primary assemblies of the various Departments, in accordance with the manner and conditions determined by the electoral law. The candidates who shall have obtained the largest number of votes in the Department shall be elected. To be a Senator it is required that: 1. To be at least 30 years of age. 2. To be in possession of civil and political rights. 3. To have lived at least two years in the Department to be represented.

In case of vacancy in the office of Senator because of death, resignation, disqualification or otherwise, a successor to fill the vacancy for the unexpired term of office shall be chosen in his department at a special election which shall be called immediately by the President of the Republic. Such election shall be held within a period of thirty days after the call for primary assembly. This procedure will also be followed in a regular election where no candidate receives a majority of the votes. Senators receive the same salaries and allowances as Deputies.

3. National Assembly: When the two chambers unite, they form the National Assembly. The President of the Senate presides over the National Assembly, the President of the Chamber of Deputies is the Vice President thereof, the Secretaries of the Senate and the Chamber of Deputies are the Secretaries of the National Assembly. The National Assembly is empowered to: 1. Elect the President of the Republic and to administer to him the oath of office. 2. To declare war upon the report of the Executive Power. 3. To approve or reject treaties of peace and other international conventions and treaties.

The Legislative Branches enact laws on all subjects of public interest. The initiative belongs to each of the two Chambers as well as to the Executive Power. Nevertheless the Budget Law, laws concerning the assessment, distribution and mode of collection of taxes and contributions, and those having for object the creation of revenues or the increase of the expenditures of the State, should first be voted upon by the Chamber of Deputies. In case of differences between the two Chambers regarding these laws, each Chamber shall name, in equal number, by lot, an Interparliamentary Commission which shall definitely settle the disagreement.

Only the Executive Power has the right to initiate laws concerning the public expenditures, and neither of the two chambers has the right to increase in whole or in part the expenditures proposed by the Executive Power.

Each Chamber, by its own rules, fixes its discipline, and determines the method by which it exercises its rights.

Members of the Legislative Body, except in cases of flagrant misdemeanor, of treason or acts incurring an afflictive or ignominious penalty, may not be prosecuted nor arrested, as a measure of repression, during the period of the session, without the authorization of the chamber to which the offender belongs. In no case may they be arrested while in attendance at a session of their respective chambers or in going to or returning therefrom.

Laws and other acts of the Legislative Body become official by the publication thereof in the "Moniteur" and insertion in a printed and numbered bulletin entitled "Bulletin des Lois". Laws take date from the day of their adoption by the two Chambers, but it becomes obligatory only after the promulgation made in accordance with the law. At the opening of each session, the President of the Republic, renders account, to each of the two Chambers, separately, of his administration during the year and presents the general situation of the Republic at home and abroad.

Judicial Power:

The Judicial Power is exercised by the Tribunal of Cassation (Supreme Court) and inferior courts which are - Civil Courts and Tribunals de Paix.

Court of Cassation. The Court of Cassation sits in Port au Prince and is composed of President, Vice President and nine judges. The Court of Cassation is divided into two sections; the first section presided over by the President and the second presided over by the Vice President. The court passes on the procedure of cases already judged by inferior courts. In case the decision of the lower court is not sustained, the Court of Cassation annuls it or revises it by rendering another decision. The Supreme Court shall pass upon conflicts of rights according to the mode established by law. It has jurisdiction in all cases of decisions rendered by courts martial, which lack jurisdiction or exceed their powers. The Supreme Court, with a full bench, shall decide the constitutionality of all laws. The court shall refuse to apply any law declared unconstitutional by the Supreme Court. They apply the decrees and regulations of the public administration only when they conform to the laws and the Constitution. Members of the Court of Cassation are appointed by the President of the Republic for a certain number of years (10), and except at the expiration of their terms, they cannot be revoked by the President. Attached to the Court of Cassation are a "Commissaire du Gouvernement" (Government Attorney for the Court of Cassation) and "Substituts" (assistants). The Commissaire du Gouvernement represents the Executive Power before the Court of Cassation and must give his opinion on every case that comes before the court. However, his opinion is not binding.

The decisions of the Court of Cassation are without appeal and have great weight in the lower courts, but are not binding as precedents. They form the "Jurisprudence". The President of the Court of Cassation receives a monthly salary of \$425.00; the Vice President \$350.00 and each Judge \$300.00.

Conseil Supérieur de la Magistrature: The Court of Cassation sits also as "Conseil Supérieur de la Magistrature" to investigate complaints filed against judges of all courts. The Conseil Supérieur de la Magistrature may inflict the following penalties: Mere censure, reprimand, suspension for one month at least and six months at most. The decisions rendered by the Conseil Supérieur de la Magistrature shall be immediately communicated to the Minister of Justice.

Haute Cour de Justice (High Court of Justice): The Senate sits as High Court of Justice if the Chamber of Deputies impeaches the President of the Republic for high treason or any other crime or misdemeanor committed in the exercise of his functions, or of Secretaries of State in cases of malversation, treason, abuse or excess of powers, or any other crime or misdemeanor committed in the exercise of their functions, or members of the Supreme Court or one of its sections and any official of the public prosecution of the Supreme Court, in case of malfeasance in office. When the President of the Republic is on trial, the President of the Court of Cassation sits as President of the High Court of Justice. The High Court of Justice may not pronounce any penalty other than deposition, dismissal and deprivation of the right to fill any public office for not less than one year nor more than five years, but the condemned party may be brought to trial before the ordinary courts according to law, if there be occasion to apply other penalties or to pass upon the exercise of the civil prosecution. No one may be judged or condemned, except by a two-thirds majority of the members of the Senate.

Civil Courts: There is a Civil Court, having jurisdiction over civil, commercial, criminal and correctional cases, in the following cities: Port au Prince, Cape Haitien, Cayes, Gonaives, Jacmel, Saint Marc, Petit Goave, Port de Paix, Jeremie, Anse a Veau and Aquin. Each Court is presided over by a "Doyen" (Chief Judge). Attached to each Civil Court there is a "Commissaire du Gouvernement" (Government Attorney) and a number of assistants. The Chief Judges distribute the judges among the various sections of the court - i.e., civil, commercial, criminal, or correctional. Each Civil Court has attached a "Greffier" (clerk of court) and one or several assistants, also a number of "Huissiers" (process servers). The civil, commercial and correctional sections of the court function through the whole year, but the criminal section goes in session when there are sufficient criminal cases awaiting trial. According

to law, the criminal section, with the assistance of a jury of 12 men, renders judgement in cases involving bloodshed. In other cases, this section sits and renders decisions without the assistance of a jury. The correctional section of the court sits as a court of appeal for all appeals against decisions rendered by the Tribunals de Paix sitting in civil or commercial matters when the amount of contestation exceeds three hundred gourdes. Among the judges of each civil court, there is one or more "Juge d'Instruction" (Investigating Officer) whose duties are to investigate all crimes and misdemeanors, pass on the merits of the case and either release the accused or bring him before the Criminal Court or Correctional Court, according to the gravity of the case.

Tribunals de Paix: In each Commune and important Quartier there is a Tribunal de Paix, presided over by a Juge de Paix. The Juge de Paix is assisted by a Juge-Suppleant (Assistant Judge). The Tribunals de Paiz hear all contestations involving amounts not exceeding six hundred gourdes. When the amount involved in the case is less than three hundred gourdes the court decides as a last resort, and when the amount is over three hundred gourdes the court decides as first resort. In the first case, the decision must be appealed to the Court of Cassation, in the second, the affair can be appealed before the Civil Court. The Tribunal de Paix site also as a Police Court and tries petty offensives which are neither crimes nor misdemeanors. Attached to each Tribunal de Paix, there is a Greffier (clerk) and one assistant, and certain numbers of Huissiers (Process Servers.)

Synopsis of the duties of certain officials:

1. The Minister of Justice: This official is appointed by the President of the Republic and his term of office is subject to the pleasure of the President. He is charged with the functioning of the various courts. He supervises the acts of all judicial officials and represents them in their relations with the President and the Legislative Body. He has no power to pass on the decisions of the courts. By regular reports submitted to him by the Commissaires du Gouvernement, the Minister of Justice is kept informed of the activities of the various courts. He has the right to visit prisons.

2. Commissaire du Gouvernement (Government Attorney at Civil Courts): The Commissaire du Gouvernement has both civil and lenal attributions. He represents the Government before the Civil Courts in all cases in which the Haitian State is involved. He gives his opinion in all lawsuits as to the points of law involved and as to the decision he believes the judge should give to the litigation. His opinion is only advisory and in no way binding upon the judge, who decides upon his own conscience and conviction.

It is the duty of the Commissaire to discover and prosecute all crimes and misdemeanors. To that end the law prescribes that all reports and proces verbals of Police officers or of the Juge de Paix should be forwarded, together with all evidence obtained, to the Commissaire du Gouvernement. Also all public officials or private individuals may file complaints or denunciations concerning all offenses of which they are cognizant. The Commissaire du Gouvernement must examine all such complaints, denunciations, reports or proces verbals, and if he deems that the case so warrants, transmit same to the Juge d'Instruction with the request that inquiry into the matter be begun. Once the case is in the hands of the Juge d'Instruction and until he gives his decision indicting the accused or dismissing the case, the function of the Commissaire du Gouvernement becomes to a certain extent secondary. When the Judge (Juge d'Instruction) has given his decision, he ceases to have anything more to do with the case and it then becomes the duty of the Commissaire du Gouvernement to prosecute the accused. He takes all necessary steps to have the case prepared for trial, summons witnesses, argues the case before the judge or jury and if the accused is found guilty, requires the application of the penalty prescribed by law.

The Commissaire du Gouvernement is essentially an agent of the Executive Power. He controls the judges of peace, the Officiers de l'Etat Civil (registrars), the "Foncles d'Pouvoir", Notaries. He is required to visit the Prison monthly.

3. The Juge d'Instruction (Investigating Judicial Official): This official is ordinarily chosen from the judges of the civil courts; he is appointed by the President of the Republic, but is not removable by him, except at the expiration of his term of office. The Juge d'Instruction is the investigating judicial official; he is not supposed to take any steps until he has been duly requested to do so by the Commissaire du Gouvernement. He has the broadest powers for the carrying on of his investigations, has the right to call and hear witnesses, the right to make such investigations as he sees fit. Before making any decision he must always submit the proceedings to the Commissaire du Gouvernement, but he is never bound by the findings of that official. The Juge d'Instruction, furthermore, has very important powers in connection with the arrest or detention of accused persons. Except in cases of "flagrant delit", he is the only Magistrat empowered to deliver warrants of commitment and he is the only one who can cancel same or who can grant provisional liberty under bond, or not, to the accused. The law defines "Flagrant Delite," as the offense which is being committed or which has just been committed. Also falling under the legal term of "Flagrant Delite," are cases where the accused is denounced by public clamor or where he is found in posses-

sion of weapons, instruments or documents creating a presumption that he is guilty as author or accomplice, provided that the time that has elapsed since the offense is very short. When the Juge d'Instruction renders "A ordinance de Renvoi" summarily dismissing the charge, the Commissaire du Gouvernement may have a delay of 24 hours to appeal the decision. The Juge d'Instruction has the right to visit the prison and see that the accused is held in the manner he deems proper.

4. The Juge de Paix: In his capacity as a member of the Judicial Police, this official is charged with investigating crimes and misdemeanors as well as contraventions. He may investigate crimes and misdemeanors, but once the investigation is completed, it is his duty to forward all the prosec verbals, documents, weapons and evidence to the Commissaire du Gouvernement for such legal action as he may deem proper. In criminal matters he assists the Commissaire du Gouvernement.

In addition to his judicial function, the Juge de Paix presides at the "Conseil de Famille", to appoint the administrator of the revenue of minors, and take such other measures as may be deemed necessary in the interest of the minor or minors. He makes inventories and investigations on request. The Juge de Paix has the right to visit the prison.

5. Magistrat Communal (Mayor): In each Commune there is a Conseil Communal presided over by the Magistrat Communal. The Magistrat and the Conseillers are elected by the people of the Commune for a period of two years. The Magistrat Communal is charged with the collection of all Communal taxes; he is responsible for sanitary measures, and for the cleaning of his city; he signs contracts in the name of the city, with the approval of the Conseil Communal. Everything tending to the betterment of the town is in the hands of the Conseil Communal. Decisions taken by the Conseil Communal on matters falling within its jurisdiction are published under the form of "Arretes" and must be approved by the Secretary of State for the Interior before being put into execution.

6. Officiers de l'Etat Civil (Registrars): There are one or more Officiers de l'Etat Civil in each commune; the commune of Port au Prince has three. This office is charged with the writing and registration of all certificates of birth, death, marriage and divorce. It is also his duty to keep records of all birth, death, marriage and divorce declarations. He collects certain taxes, a portion of which he retains as remuneration for the above work, as he does not receive a fixed salary. The duties of this official were formerly performed by the Magistrat Communal or the members of the Conseil Communal.

In the decade preceding the Occupation, the main concern of Haiti's foreign policy was to prevent encroachment and aggression by foreign powers usually in connection with unpaid claims of the latter's nationals.

In this aim she was aided by the United States which also sought to stabilize political conditions in Haiti and encourage the Government to meet its just obligations to foreign creditors. The United States was anxious to prevent a European power from obtaining Mole St. Nicholas as a naval coaling station. At one time in the Keitel - Leconte agreement of 1902, Haiti was prepared to grant to a foreign power - Germany - the use of the Mole but the agreement never came into force by reason of the downfall by revolution of the Leconte government.

On several occasions foreign powers sent warships to demonstrate in Haitian waters to enforce payment of their nationals' claim. European powers made a long series of efforts to gain control of the Haitian customs.

The United States from 1910 to 1914 made no effort to gain control of customs for the protection or benefit of its own interests but was determined that this control should not pass into European hands. The United States was driven from this negative policy in 1914 by the strong probability of European control as a result of the accelerated governmental and financial breakdown during the revolutionary period (1910-1915) of the "ephemeral governments." It endeavored at that time to negotiate a convention for American customs control but American administration of the customs was not assumed until after the American Intervention occurred in 1915.

An analysis of the broad powers granted the United States in the Treaty of 1915 seems unnecessary. The convention provides notably for American supervision and administration of the customs, public finances, the military and police forces, public works and public health.

The Treaty of 1915 was supplemental by various executive arrangements defining or enlarging the powers of the Intervention and notably by the Protocol of 1919 which provided for the flotation in the United States of the bond issue necessary to rehabilitate Haitian finances.

By the accord of August 5, 1931, the powers granted the United States in the Treaty of 1915 were reduced. American control of public works, public health and the technical agricultural services was removed and certain other powers exercised by the United States were cancelled. The accord provided for an agreement which would be reached later on the question of financial administration, the Garde d'Haiti and the Marine Brigade. This agreement was reached in the Treaty signed at Port au Prince on September 3, 1932. Ratification

of this treaty was refused, however, by the Legislative body. Failing ratification of this or a similar treaty the United States would, under the provisions of the Convention of 1915, continue to retain control of the Garde and the sanitary service, of Port au Prince and Cape Haitian until May, 1936 and would not begin withdrawal of the Marine Brigade until that date. Haiti, under the Protocol of 1919 and the loan contracts, is obligated to reach an agreement concerning financial control after the expiration of the Treaty of 1915 (1936). Such an agreement is contained in Protocol B of the unratified Treaty of September 3, which the State Department has stated to contain the maximum concessions to the Haitian point of view in respect to financial control. At the present rate of amortization the bond issue of 1932, would be amortized in 1945.

7. Prepose d'Administration: This official is the representative of the Bureau of Contributions in the Commune where he is stationed. He collects taxes for the service of Contributions. In Communes where there is no Bureau d'Enregistrement (Registration Office), it is his duty to register all acts and deeds made in the commune, and for that purpose he collects the prescribed taxes. He is appointed by the Bureau of Contributions, and this body may dismiss him.

8. Notaries: Public Notaries are public officials established to receive all deeds and contracts to which the parties must or wish to give the character of authenticity attached to deeds of public authority, and to insure the date, to preserve the deposit, to deliver engrossed copies, copies and extracts thereof. They are appointed by the President of the Republic upon the introduction of the Secretary of State for Justice. They are placed under the surveillance and control of the Commissaire du Gouvernement for the civil court, and are under the jurisdiction of that court. They have the right to administer an oath. Each Notary is obliged to reside in the place which has been assigned him by the Government and which is designated him in his commission. In case of an infraction of this regulation, the Notary is considered resigned and is replaced. Each commune has three or more Public Notaries.

Police (See Army):

The Garde d'Haiti is the sole military and police force of the Republic of Haiti and is clothed with full power to preserve domestic peace, the security of individual rights and the full observance of the provisions of the Treaty. There are no municipal police. The Police Rurale function directly under the supervision and instruction of the Garde d'Haiti. The Garde d'Haiti is subject only to the direction of the President of the Republic via the Minister of Interior. (See Appendix No. 3, Agreement upon the Garde d'Haiti concluded 24 August, 1916.)

Foreign Policy

The foreign policy of Haiti is, at present, based largely upon the influence of the United States due to its various Treaty agreements, and the execution of the Monroe Doctrine. In denying foreign governments the privilege of exercising their ordinary rights in Haiti, the United States has tacitly assumed the responsibility for maintaining law and order, and guaranteeing the safety of their nationals. This policy has required the United States to keep a close supervision over the internal and external policies of Haiti.

Immediately after the landing of Marines on 28 July, 1915, Admiral Caperton issued a proclamation of assurance to the people of Haiti, as follows: "I am directed by the United States Government to assure the Haitian people that the United States has no object in view except to insure, establish, and help to maintain Haitian independence, and the establishment of a stable and firm government by the Haitian people. Every assistance will be given to the Haitian people in their attempt to secure these ends. It is intended to retain United States forces in Haiti as long as necessary for this purpose."

On August 10, 1915, the Secretary of State advised the American Minister in Haiti as to the best procedure to adopt for the purpose of assisting the Haitien National Assembly to elect a President of the Republic: 1. That the Haitien National Assembly understand that the United States intends to uphold it, but does not intend to recognize any action which would place anyone in charge of Haitien affairs except those whose ability and disposition give assurance of putting an end to factional disorders. 2. The understanding should be made perfectly clear to the candidates and in advance of their election that the United States expects to be intrusted with the practical control of the Customs and such financial control over the financial affairs of the Republic as the United States may deem necessary for efficient administration. 3. That the United States considers it its duty to support a constitutional government, and it intends to assist in the establishment of such a government, and support it as long as necessary. 4. The United States has no designs upon the political or territorial integrity of Haiti. On the contrary, all that has been done, and all that will be done, is conceived in an effort to aid the people of Haiti in establishing a stable government and maintaining domestic peace throughout the Republic.

On the 12 of August, 1915, Dartiguenave was elected President, amidst enthusiasm, and immediately took the oath of office.

On August, 19, 1915, the United States Forces assumed charge of the Customs Warehouses of the Republic and began the reorganization of the Customs Service. Negotiations were carried on for a considerable time between the American Charge d'Affaires and representatives of Haiti in regard to the treaty for the purpose of remedying the financial condition, and assisting the economical development and tranquility of the Republic. Such a treaty was accomplished and signed at Port au Prince on September 16, 1915, and subsequently ratified by both contracting parties. (See Section 105-100).

On August 30, 1915, Martial Law was declared by the United States Forces in Haiti.

On September 4, 1916, all civil officials provided by the Treaty had taken their oaths of office, and the procedure of turning over all civil administrations to these departments begun. The following departments were established, and operated under the charge of American civil officials with many American assistants:

Gendarmerie d'Haiti	Financial Adviser
Receiver General of Customs	Director of Travaux Publics
Director of Service d'Hygiene	Director of Service Technique

Quiet was soon restored throughout the cities of the Republic and the only lawlessness was in the interior and some of the rural communities. These areas were soon under control and the republic began its rehabilitation. The Haitien politicians expected wonders to be performed overnight and those who had been replaced or who had lost their jobs in the reorganization of the government, became malcontent and began to criticize the administration, and the administration of the Occupation Forces. The courts were in a sad state of disrepute and at this time their sense of justice was quite distorted.

Politicians who were enemies of the Occupation began propaganda against Martial Law being in effect, and a general criticism of the Occupation and the Government. Many false rumors and charges were published to the ignorant masses by the educated malcontents.

Immediately after the Occupation, it was realized that good roads between the principal towns were a military necessity, there being at this time no trunk roads for real traffic between any of the cities. By authority of the President of Haiti, the law, Code Rurale (Section 3, Chapter 5, Articles 52 to 65), requiring the inhabitants to do a certain amount of work on the roads was enforced. This was known as the "Corvee". The operation of the "Corvee", was in the hands of the Gendarmerie d'Haiti, and roads immediately began to be constructed to the principal towns of the republic. In localities where the "corvee" was in effect, and where there were honest native officials, the system worked to the great mutual advantage of the government and the inhabitants concerned. In some localities, however, citizens were persecuted by being required to work longer than their allotted time and by being moved to localities distant from that upon which they were required to work by law. This, naturally, with the propaganda of the anti-administration politicians, is thought to have caused the resumption of banditry by the Cacos and their leaders. It is claimed that many inhabitants took to the hills rather than to submit to "corvee" unjustly enforced. The government revoked the "corvee" law on October 1, 1918, and it was generally discontinued at that time, though charges have been made that it was maintained at a later date in some of the interior sections.

There was a general uprising in 1919 of the discontented Cacos but the rebellion was quickly suppressed by the Occupation Forces, the Gendarmerie and the Marines. Since that time there has been no banditry of any consequence in the republic.

The politicians who were against the Occupation and the Government sent a committee to Washington in August, 1921. This committee consisted of the following named citizens: M. Stenio Vincent and representatives of the following named clubs and organizations -- L'Union Patriotique, La Ligue des Droits de l'Homme at du Citoyen, La Ligue d'Action Sociale Haitienne, La Ligue Nation d'Action Constitutionnelle, La Ligue de Defense Nationale, La Ligue de la Jeunesse Patriote, La Parti National Travailleurs, and L'Union Nationaliste.

A general election was held in Haiti on January 16, 1917, without any marked disorder. Considerable repeating and other frauds were attempted but generally without success.

In April, 1917, the Cabinet and National Assembly met in apparently the best of feelings with no friction present. In a speech by Vincent, who presided, he stated that the Haitien peace was due to the United States, and that much progress would result. Immediately after the above incident, the assemblies began criticism of the government and the Occupation, and their attitude against the President and his cabinet became so antagonistic that the President deemed it necessary for the good of the people that the National Assembly be dissolved. On June 19, 1917, the Constitutional Assembly was disbanded by the proclamation of the President, and the Council of State was immediately appointed. In 1918 a new constitution was voted upon by the people and ratified.

The years of the administration of Dartiguenave passed, the government as a whole being greatly improved. The finances were placed in a better condition by a loan which was finally consummated, in the year 1922, for \$16,000,000. for which the Haitien Government received slightly more than \$14,000,740. This loan was devoted to the payment of arrears and interest on the guarantee bonds of the National Railroad Company, payment of the loan granted by the National Bank of Haiti, settlement of claims, payment of arrears and interest on the internal debt, payment of the 1896 and 1910 French Loans, Public Works and debt retirement.

The Council of State elected Louis Borno President of the Republic in 1922, for a period of four years, this later being changed by an amendment to the Constitution to a term of six years, and he was reelected in 1928 for a period of four years by an amendment to the Constitution of 1918. This act, on the part of Borno, and the Council of State, caused a great deal of unrest

among the opposition in general. In October, 1929, President Borno addressed a letter to all Prefects of the Republic stating that the election of January 10, 1930, would be exclusively Communal. This precipitated the Students' Strike "Marche-a-Terre", which was siezed upon by the opposition politicians for a number of demonstrations against the Government.

Martial Law was declared and disorders of the strike were immediately quelled with only one incident of real bloodshed. The publicity of the strike and the attendant disorders, and reports given these incidents by the newspapers of the United States, caused the President of the United States to appoint a commission consisting of the following members for a study and review of conditions in Haiti: W. Cameron Forbes, Chairman; Henry P. Fletcher; Elie Vezina; James Kerney; W. A. White.

It was further announced on February 7, 1930, that upon the recommendation of the Chairman of the Committee, that a committee had been appointed to make an exhaustive investigation by the United States into the educational system of Haiti, with a view to submitting recommendations for the future. The commission consisted of the following members: Dr. Mordecai Johnson, President of Howard University; Prof. Leo M. Vavrot, Field Secretary of the General Education Board; Prof. Benjamin F. Hubert, President of the Georgia State Industrial College; Dr. W. T. B. Williams, Dean of the College, Tuskegee Institute, and Field Agent of the Jeanes and Slater Funds.

The Forbes Commission arrived in Haiti on February 28, 1930, established offices and commenced sessions. Testimony of individuals, representations of various leagues and patriotic societies were heard. The Commission after visiting all the principal towns came to the conclusion that the situation regarding the election of the new President was critical; after much negotiating with the leaders of the opposition, the results of this agitation is outlined in the third paragraph of 101-100 under the heading "Executive".

The Commission submitted the following recommendations:

1. That the detail of Naval and Marine Officers for all Haitien services be made for a minimum of four years, and that an effort be made to secure Americans who agree to continue employment in these services, so that upon the expiration of the treaty a force of American doctors, engineers, and police officers will be available for continued assistance to the Haitien Government, should it then desire it.

2. That, if possible, some form of continuing the appropriation for roads be urged for expenditure by the Haitien Government, with a policy that will provide enough funds to keep all existing roads in suitable repair before any new construction is undertaken; also, in regard to further construction, that only roads most urgently needed to develop regions now settled and under cultivation be undertaken until the present economic depression has passed.

3. That the United States interpost no objection to a moderate reduction of customs duties, internal revenue taxes, especially those imposed on alcohol and tobacco, or to a reduction or elimination of the export tax on coffee, if the condition of the Treasury so warrants.

4. That it be suggested to the Haitien Government that it employ one American adviser in each Administrative Department of the Government to perform such work as the respective Cabinet Minister may delegate to him, these officers to give expert advice and assistance to the Haitien Government, similar to that given by American officers in China, Siam and Nicaragua, for naval matters in Brazil, and for educational matters in Peru.

5. That, as an act of graciousness on the part of the United States, a moderate appropriation be made available during the continuance of the treaty to defray the cost of American civil officials in the Haitien Government service.

6. That an appointment of a military attache be made to the Legation when the time shall have arrived for a Minister to replace the High Commissioner, as the question of the preservation of order is of first importance, and the Minister should have the advantage of his advice on military and police matters.

7. That an adequate Legation building be constructed immediately by the Government of the United States in the City of Port au Prince to provide a suitable residence for the American Minister and also appropriate offices.

Complying with the instructions to suggest subsequent steps to be taken with respect to the Haitien situation, the Commission offered the following:

1. That the President declare that the United States will approve a policy, the details of which all the United States officials in Haiti are directed to assist in working out, providing for an increasingly rapid Haitianization of the services, with the object of having Haitians experienced in every depart-

ment of the Government ready to take over full responsibility at the expiration of the existing treaty.

2. That in retaining officers now in the Haitien service, or selecting new Americans for employment therein, the utmost care be taken that only those free from strong racial antipathies should be preferred.

3. That the United States recognize the temporary President, when elected, provided that the election is in accordance with the agreement reached by the Commission with President Borno and the leaders of the opposition.

4. That the United States recognize the President elected by the new legislature, acting as a National Assembly, provided that neither force nor fraud have been used in the elections.

5. That, at the expiration of General Russell's tour of duty in Haiti, and in any such event, not before the inauguration of a permanent President, the office of High Commissioner be abolished and a non-military Minister appointed to take over his duties as well as those of diplomatic representative.

6. That whether or not a certain loss of efficiency is entailed, the new Minister to Haiti be charged with the duty of carrying out the early Haitianization of the services called for in the declaration of the President of the United States above recommended.

7. That, as the commission found the immediate withdrawal of the Marines inadvisable, it recommends their gradual withdrawal in accordance with arrangements to be made in future agreement between the two Governments.

8. That the United States limit its intervention in Haitien affairs definitely to those activities for which provision is made for American assistance by treaty or by specific agreement between the two Governments.

9. That the new Minister be charged with the duty of negotiating with the Haitian Government further modifications of the existing treaty and agreements providing for less intervention in Haitian domestic affairs and defining the conditions under which the United States would lend its assistance in the restoration of order or maintenance of credit.

Mr. Eugene Roy, having been found acceptable to all parties, was elected temporary President of the Republic and took oath of office on May 15, 1930, amidst wild acclamation of the populace, and Mr. Louis Borno, left the Palace, being jeered by the crowds, and some weeks later left secretly for France.

On October 14, 1930, elections were held throughout the Republic for senators and deputies, and, on 15 November, 1930, the Legislative Assemblies, Senate and Chamber of Deputies, voted to elect a new President of the Republic. Mr. Stenio Vincent was elected President for a period of six years, his term of office to expire on May 15, 1936. He took the oath of office and assumed his duties on November 15, 1930. On January 10, 1932, the regular elections were held for the election of deputies, and to fill vacancies in the Senate that had occurred some time previously due to the death of Senator Zamor and the vacancy created by the election of President Vincent.

On October 1, 1931, the Departments of Travaux Publics, Service d'Hygiene and Service Technique, were completely Haitianized. The formation of the American Scientific Mission, which is charged with the sanitation of Port au Prince and Cape Haitien was consummated at this time. The recommendations of the Forbes Commission, and the sequent steps are being carried out as rapidly as the two Governments can reach an agreement.

At the present time (1932) there is very little opposition being manifested against the government. The political situation is extremely quiet and the cooperation between the Haitien and the American Treaty officials is considered excellent. Time will tell as to whether this will continue until the final steps of the original Treaty are consummated.

Political Factions:

104-100

The nearest approach to party politics in Haiti dates back to the formation of the Nationals, or blacks, by Soulouque in 1842. This party existed longer than any other known political party and came to an end in 1884. The Nationals were credited with a wholesale slaughter of the Mulattoes in 1846. This massacre took place under the leadership of Soulouque. Although recognized as a political party, the Nationals did not confine their actions to politics. Being the party of the Blacks, it was strong in numbers but weak in brains. The party's policies were the policies of the incumbent leader and when, in 1884, no black was forthcoming to take over the leadership the party passed out of existence.

When General Salomon returned to Haiti after spending 25 years in exile, one of his first acts (1879) was the singing of a mass in memory of those massacred in 1846. This act on the part of the man who was to become the President of the country in October of that year brought the men of color together and a political party known as the Liberals was formed. The Liberals were never able to attain the strength of the defunct National Party although it was an admittedly much stronger party intellectually. The Liberal Party did not last long and when Boyer Bazelais died in 1883 the party died with him.

In the interim from 1883 to the present date (1932), Haitien politics have been confined to "partisanerie", with the party taking the name of its leader for the name of the party, with one exception, The Parti National Progressive founded by Louis Borno. The parties of today are known as the Mayardistes (Constantin Mayard), the Pradelistes (Seymour Pradel, and the Vincentistes (President Stenio Vincent) - (1932). The Parti National Progressive now exists in name only, but should Louis Borno return and again enter politics the party would come to life again. This party is Pro-American, but not necessarily pro-Occupation; it does, however, believe that the occupation has many more years to stay if it wants to do any lasting good.

The Union Patriotique, founded in 1915, was dissolved by Presidential Decree on November 21, 1931. The purpose of this organization was to combat the American Occupation. It manifested an anti-Government spirit from its inception. It was anti-Dartiguenave, anti-Borno and then anti-Vincent despite the fact that Vincent campaigned with the backing of the organization and was its delegate to Washington in 1924.

Immediately prior to the 1930 elections an organization known as the Ligue d'Action Constitutionnelle was formed under the chairmanship of Seymour Predel. Pierre Hudicourt, Stenio Vincent, Seymour Pradel, Placide David and H. Pauleus Sannon, strong members of the Union Patriotique were also members of this organization whose three plank platform was as follows:

1. No third term for president.
2. Restoration of the National Assembly.
3. Hasten the return of Haiti's sovereign rights.

When Louis Borno announced that he was no longer candidate for the Presidency, #1 plank was dropped and when it was definitely decided that Legislative Elections would be held, the party broke up.

A party known as the Parti National Traveilliste was organized by Antoine Pierre Paul in 1922. Its original purpose was to enable the working class to enjoy independence and to raise them from being slaves to their employers. Politics soon came along and this party soon forgot its original platform and adopted the following:

- Legislative elections.
- Control of National interests and restitution of institutions now in American hands.
- Withdrawal of the Occupation.

Antoine Pierre Paul used this party as his backing for the elections but was unsuccessful, being overwhelmingly defeated. The members of this organization also included many who were members of other organizations such as Jacques Roumain, Antonio Vieux and Carl Brouard, all who were active in the Ligue de Jeunesse Haitienne; Roumain was the President of the latter organization.

The Ligue de Jeunesse Haitienne was organized by Jacques Roumain and was considered a branch of the Union Patriotique. Its platform: Legislative Elections, Withdrawal of the Occupation and the return to Haitien control of Treaty Departments. When Jacques Roumain accepted an appointment from President Vincent, Jean Briere took over the League.

The Ligue des Droits de l'Homme was organized about five years ago as a purely philanthropic organization. It did not remain long as such but quickly turned to politics demanding the end of the Borno Government and the withdrawal of the Occupation. In this organization could be found many who were active members of the Union Patriotique and the Ligue d'Action Constitutionnelle.

In the true sense of the word, organizations such as the Union Patriotique, Parti National Travailleurs, Ligue d'Action Constitutionnelle, Ligue de Jeunesse Haitienne and the Ligue des Droits de l'Homme can hardly be called political parties although all have its candidates elected to office in order that its policies can be carried out. In Haiti, the mistrust one politician has for another curtails the fervent support ordinarily given to a candidate. Only in isolated cases has a man been known to carry through a hard campaign for any other than himself.

Summarized, the political party situation in Haiti is as follows: Parties take the name of their leader withdraws from politics, or dies, the party goes with him and his former adherents either refrain from politics or turn to another party, sometimes turning to one that they have bitterly fought.

The Geographical influence upon the political rulers of Haiti:

From the time of the declaration of independence of Haiti to the American Occupation, and to date (1932) Haiti has passed through an area of many governments, and some steps of rehabilitation. During this period, there were two Emperors, one King, and twenty-four Presidents. The Constitution of the country was changed many times, and the duration of office of the presidents was changed also many times. Presidents were elected according to the Constitution then in force, to serve from four to seven or eight years, and usually during the first seventy-five years of Independence, after the occupancy of the office of President for a few years, a change was made by the incumbent to extend his term of office for a longer period, or for life. This was one of the underlying causes of discontentment and revolutions of the populace against the president then in power. There was also another cause, which was sectional. A great jealousy usually arose against the government in that portion of the country which might have thought they, as a whole, were being discriminated against in the government of the country, and this was usually in the section of the country from which the President was not a native. If the President was from the North, dissatisfaction in the Government was more readily created in the South, or vice versa. By far the great majority of the succeeding Presidents were military men by profession, and political by choice. A short resume of the change of governments of Haiti from the time of its independence to the present date will be given.

On the first of January, 1804, Dessalines declared Haiti independent of France. Also, on that date, he was declared Governor General of Haiti for life by his generals and chiefs. During that time the title of the agent of France to Haiti was Governor General, and Dessalines felt that he should have some other title different from the one formerly held by the French Governor. Napoleon Bonaparte, having just proclaimed himself Emperor of the French, it seemed to Dessalines a fitting occasion for him to once again affirm the independence of Haiti, so, in September, 1804, the Army acclaimed Dessalines Emperor of Haiti. This new office carried no addition in power. Dessalines did not create any nobility, nor did he allow any special privilege to be conferred upon his children.

On the 20th of May, 1805, the first Haitian Constitution was proclaimed. Slavery was forever abolished. By decrees, he established the limits of the military divisions of the territory. Dessalines ruled with an iron hand. Explicit obedience of all was required. Discontent arose very shortly, and insurgents assassinated Dessalines at Pont Rouge, near Port au Prince on the 17th of October, 1806, declaring "Liberty forever, Down with Tyranny!"

Christophe of the North of Haiti, then Commander in Chief of the Army, was acknowledged as their leader.

Petion, of South Haiti, the Chief in command of Port au Prince was the leader of the southern faction.

These two generals were of entirely different natures, and did not have the same political ideas. On November third, Christophe in his capacity as Chief of the Provincial Government, summoned the citizens to elect a Constitutional Assembly, which was to meet in Port au Prince on November 30th. The provinces of the North and the Artibonite came under the direct influence of Christophe. There were more parishes there than in the West and the South, so Christophe was sure of having the assembly in the majority to support him and the Constitution drafted by him according to his ideas. To counteract this plan, Petion authorized the election of deputies in many small towns in the Southern and Western provinces, and himself became a member of the Constituent Assembly. By increasing the number of members of the Assembly, Petion disregarded the authority of Christophe, the Chief of the Provincial Government, thus causing a complete breach between the two generals. The assembly met on the 18th of December. The deputies of the North and West objected to the seating of the deputies created in the South, which Petion over-ruled. Petion was made chairman to draft a new Constitution. Christophe, on the 24th of December, openly declared the most important members of the Assembly rebels. On the 28th of December, Christophe was elected President of Haiti under the new (Petion's Constitution for a period of four years. Christophe marched on Port au Prince with his soldiers. Petion met him at Sebert, near Port au Prince, with the Army from the Western and Southern provinces. Petion was defeated, and Christophe besieged Port au Prince, and, after a short period, he became discouraged and returned to the North, and there formed a government called the State of Haiti, which elected Christophe President for life.

On the 9th of March, Petion was elected President of the Republic of Haiti for four years, and this gives us the first political division of the country. The Departments of the North and the Artibonite formed the State of Haiti, which later became the Kingdom of Haiti, and the Republic of Haiti consisted of the Departments of the Western and the Southern provinces. The two governments flourished under their respective rulers, although Governments of an entirely different nature, a Monarchy in the North, and a Republic in the South. The Monarchy made far greater strides in civilization.

Upon the death of Petion, on the 29th of March, 1818, the Assembly elected the Commander of Petion's bodyguard, General Jean Pierre Boyer, President of Haiti for life. The new President was from the South and a very able man, far more aggressive than Petion. He immediately, by agents, began sowing seeds of discontent in the hearts of the people of the North.

Christophe died on the 8th of October, 1820, as a result of his own hand, caused by ill health and two paralytic strokes. The former subjects of Christophe immediately became part of the Republic of Haiti under Boyer, a united Haiti.

Boyer ruled until the 13th of March, 1843, and, because of revolutions and discontent, he resigned and embarked on an English sloop.

A new Constitution was adopted on the 30th of December, 1843, and Charles Herardaine, sur name Riviere, from South Haiti, became President. Discontent shortly arose in the North and Northwestern provinces. The President had also lost the sympathy of the peasants of the South by not keeping his promises to them.

The people of the North seceded from his government, and appointed General Guerrier from North Haiti as President in May, 1844. He later became President of Haiti. Guerrier died in St. Marc on the 5th of April, 1845.

The Council of State elected Pierrot President. Pierrot was from the South of Haiti. Discontent arose throughout the republic. Pierrot resigned, and General Jean-Baptiste Riche from North Haiti was proclaimed President on the first of March, 1846. Riche died on the 27th of February, 1847.

General Faustin Soulouque was elected President on the 1st of March, 1847. On the 29th of August, 1849, Soulouque of South Haiti was proclaimed Emperor of Haiti, and, on the 18th of October, 1852, he was crowned, together with his wife, in the Cathedral of Port au Prince under the name of Faustin the First. Discontent immediately arose, a revolution was started by General Fabre Geffrard of North Haiti, and, on the 15th of January, 1859, Soulouque embarked on an English frigate to Jamaica.

Monarchies forever ceased to exist in Haiti from this time.

On the 20th of January, 1859, Geffrard took the oath of office as President, and the Constitution of 1846 was adopted.

On the 28th of March, 1860, the Concordant, which still rules with the Holy Sea, was signed at Rome.

Geffrard allowed himself to be elected President of Haiti for life by an amendment to the Constitution. Shortly after, discontent and revolutions started. On the 13th of March, 1867, Geffrard resigned his office and left for Jamaica.

Major Sylvain Salnave, a leader of the revolution which started in Port au Prince, and with the assistance of Dominicans, captured Cape Haitien and was elected President.

The Constitution of 1867 was adopted which abolished the presidency for life.

In April, 1868, Salnave suspends the constitution, reestablishes the presidency for life, and assumes unlimited power.

General Nissage Saget of the Artibonite (near the boundary of North and South Haiti), Commandant of the Arrondissement of St. Marc, took up arms against this usurpation. Revolutions start all over the country. Salnave flees to Santo Domingo, where he was captured and returned to the Haitians, brought to Port au Prince, tried by Court Martial, and shot the same day. Since this time no President has ventured to accept or assume the presidency for life.

On March 19, 1870, Nissage Saget was elected President for four years, expiring on the 15th of May, 1874, after which time Saget retired and returned to St. Marc.

On the 11th of June, General Michel Domingue, Commandant of the Southern Department, was elected President of Haiti for a term of eight years. Discontent immediately arose, and a revolution started. President Domingue succeeded in reaching the French Legation, and later took ship for Jamaica.

General Boisrond Canal, of Petionville, was elected President of Haiti for four years, on the 17th of July, 1876.

On the 30th of June, 1879, a disturbance occurred in the House of Representatives between the two parties, the National and the Liberal parties, and a riot followed in Port au Prince. The government finally succeeded in restoring order.

The President failing to establish peace between the two parties, resigned on the 17th of July, 1879.

After his resignation, the Constitution of 1867 was modified and Lysius Salomon was elected President of Haiti for seven years. This President was the first President of Haiti who had not been a general in the Haitian Army. Salomon's term as President was to have expired on the 15th of May, 1887. However, the National Assembly modified the Constitution which prohibited reelection, on the 30th of June, 1886, and he was reelected President for a term of seven years. On the 15th of May, 1887, he took the oath of office. Great discontent followed this reelection, which seemed to the people of the country a reestablishment of the Presidency for life.

General Seide Thelemaque of the North, Commandant of the Arrondissement of Cape Haitien, headed the malcontents, and, on the 4th of August, 1888, refused to any longer recognize Salomon's authority. On the 10th of August, a hostile manifestation took place in Port au Prince, whereupon the President declared he was willing to resign his office as president, which he did on that day, and left for France that same afternoon.

Two candidates were prominent for the presidency. General Thelemaque of the North, and ex-Senator F. D. Legitime of the South. The latter had been Secretary of Agriculture. On the 28th of September, an unfortunate clash occurred between the parties of the two

candidates. General Thelemaque went among his soldiers, endeavoring to quell the disturbance, when he was struck by a stray bullet in the abdomen and died a few hours later. The Departments of the North, the Northwest and the Artibonite held Legitime responsible for his death and demanded his withdrawal from the candidacy. The Western and Southern Department espoused the cause of Legitime and knew he was incapable of participating in such a crime.

The followers of General Thelemaque organized a provincial government at Cape Haitien, at the head of which General Hyppolyte was placed.

The constituents of the Western and Southern Departments, after meeting at Port au Prince, elected Legitime chief of the Executive Power on the 14th of October, and later President of the Republic on the 16th of December. His opponents in the North protested against this election. However, Legitime's authority was recognized by the European powers, though the United States appeared undecided upon what course to pursue. Legitime was unable to maintain his authority due to internal revolutions, and sailed from Port au Prince on the 22nd of August, 1889.

The Constitutional Assembly met at Gonaives, amended the Constitution, and elected General Hyppolyte President for seven years. On the 24th of March, 1896, the President fell from his horse and died in a fit of apoplexy.

General T. Simon-Sam, the Secretary of War (from the North) was elected President for a term of seven years. On the 12th of May, 1902, three days before the legal expiration of his term, the President resigned from his office and departed from Port au Prince.

The Provincial Government under General Boistrond Canal, a former President, ordered the election of deputies. There were three candidates - a great rivalry existed. Revolutions started between the constituents of the respective leaders.

General Nord Alexis, who was Secretary of War, and a member of the Provincial Government, established order, and the Assembly, tiring of the endless struggle between the three candidates, elected General Nord Alexis (from North Haiti) President on the 21st of December, for a term of seven years.

In December, 1908, the city of Aux Cayes, and the people of the South, took up arms against the government, and Nord Alexis sailed for Jamaica. General Antoine Simon of the South, the Commandant of the Arrondissement of Aux Cayes was elected to succeed him on the 17th of December, 1908.

Shortly thereafter revolutions of the cacos in the North started at Ouanaminthe. This revolution was in favor of General Leconte of the North, formerly Minister of Public Works under President Sam. The Cacos succeeded in overthrowing the Government, and, on the 2nd of August, 1911, President Simon left for Jamaica.

On the 10th of August, Leconte was elected President. The country seemed to be at peace. On the 8th of August, 1912, at 3:30 a.m., the National Palace was destroyed by an explosion, causing the death of the unfortunate President and more than 200 officers and men of his guard.

On the same day of this terrible catastrophe, Tancred Auguste of the North was elected President by the National Assembly at 10:30 a.m. After a brief spell of vicious sickness (evidently poisoned) Tancred Auguste died on May 2, 1913. On May 4th, after the funeral services of Tancred Auguste, Michel Creste of the South, a lawyer and senator, was enthusiastically proclaimed President. A revolution immediately started, and on January 14th, 1914, Michel Creste left the country.

Oreste Zamor of the North assumed the reins of the revolutionary government. This government was retrograde and ephemeral. This ephemeral government (cacos) on November 7th, 1914, elected Davelamar Theodore of the North as President, but he was overthrown by a revolution of the Cacos under the command of General Vilbrun Guillaume San of the North, and President Theodore resigned in January, 1915.

On March 4th, 1915, Vilbrun Guillaume San was elected President. A revolution of the Cacos immediately started, and this finally led to the American Intervention on July 27th, 1915, after the massacre of 200 prominent political prisoners at the Prison by order of Vilbrun Guillaume San. The populace of Port au Prince rose and murdered the President.

Under the protection of the Occupation, Philippe Sudre Dartiguenave was elected President on August 17th, 1915.

President Louis Borno was elected President, in 1922, for 4 years, which was later changed by amendment to the Constitution to 6 years. He was reelected in 1928 for four years by another amendment to the Constitution of 1918.

This, as is shown in the prior history of Haiti, immediately caused discontent and, in 1929, demonstrations took place; martial law was declared; the Forbes Commission appointed by President Herber Hoover arrived, made recommendations, and President Eugene Roy was elected temporary president and took office on the 15th of May, 1930.

On the 14th of October, 1930, elections were held, and Stenio Vincent was elected for a period of six years, with his term of office to expire on the 15th of May, 1936. Mr. Vincent, the present incumbent, took office and assumed his duties as President of the Republic of Haiti on the 15th of November, 1930.

It can readily be seen that during the first century of Haiti's independence, due to the lack of communication, it was very easy for the malcontents to create disturbances and revolutions by most any accusation against the government in power. These usually started in that section of the country from which the President most likely had the fewer friends, and was the least known; that usually being the portion of the country from which he was not a native, or from which he had never served as a military commander. Therefore, not being able to establish his political fences, it was easier for the malcontents to establish dissatisfaction in such areas. The military men predominated in power up to the American Occupation, and all Presidents were military men with but two exceptions.

The politics of Haiti today is in the hands of the professional politicians and the parties usually consist of the party of the leader in question, named most likely after their respective leader, as Pradellists, followers of Senator Pradel, and Bornoists, those who were followers of President Borno, and now Vincentists, followers of the present President.

The Republic of Haiti is governed by the educated class and the elite, and it is hard to predict at this time what will be the governing factor in the qualifications of the candidates for power after the Occupation - military or political.

There is also another great factor. That is the mulatto and the blacks. There is a great rivalry between these two and a great jealousy as to their social and official status. The blacks are in far greater majority, though the mulattoes are better educated and create better respect usually from the peon type.

POLICY - CON'T.

105 SECTION

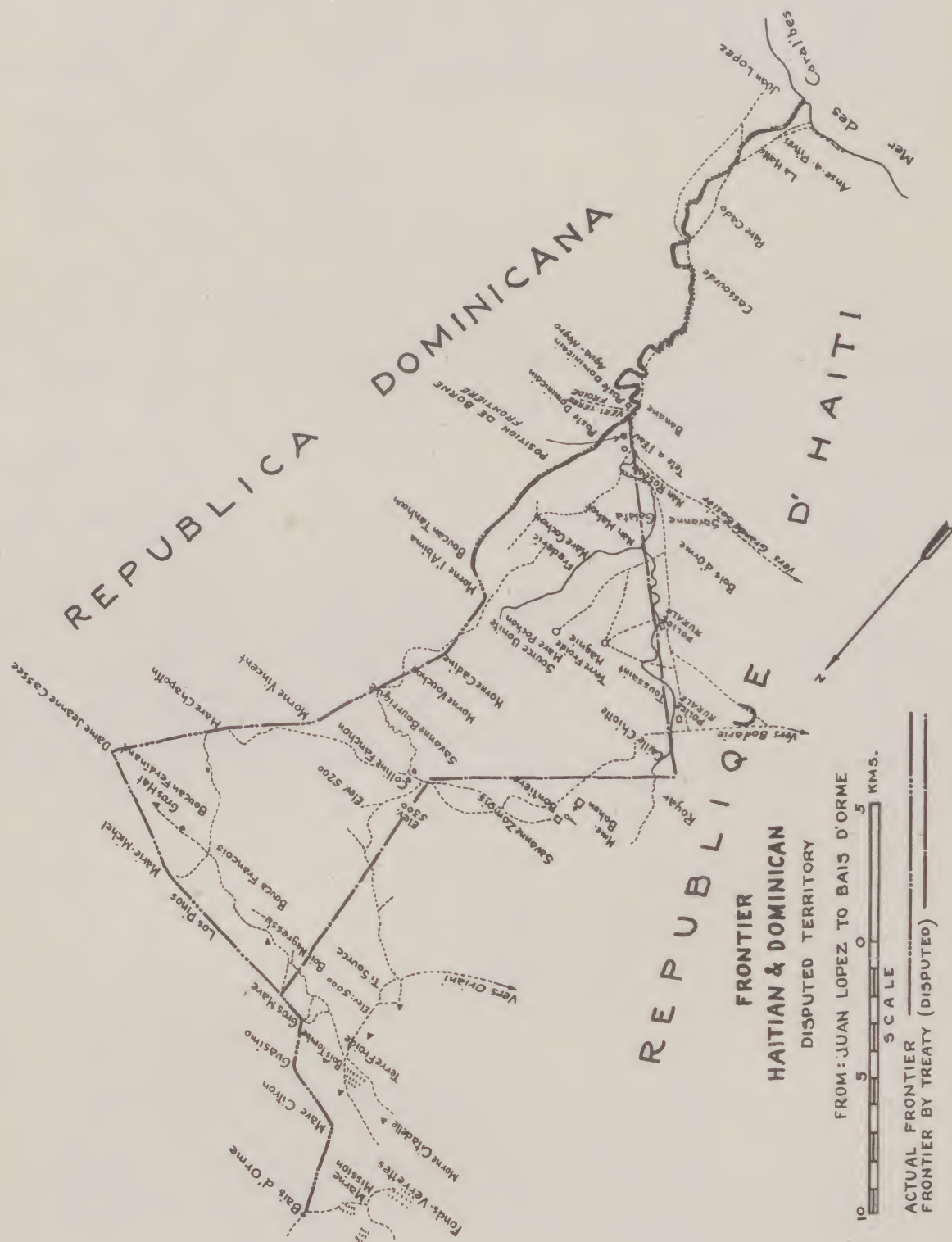
Treaties and Conventions:

105-100

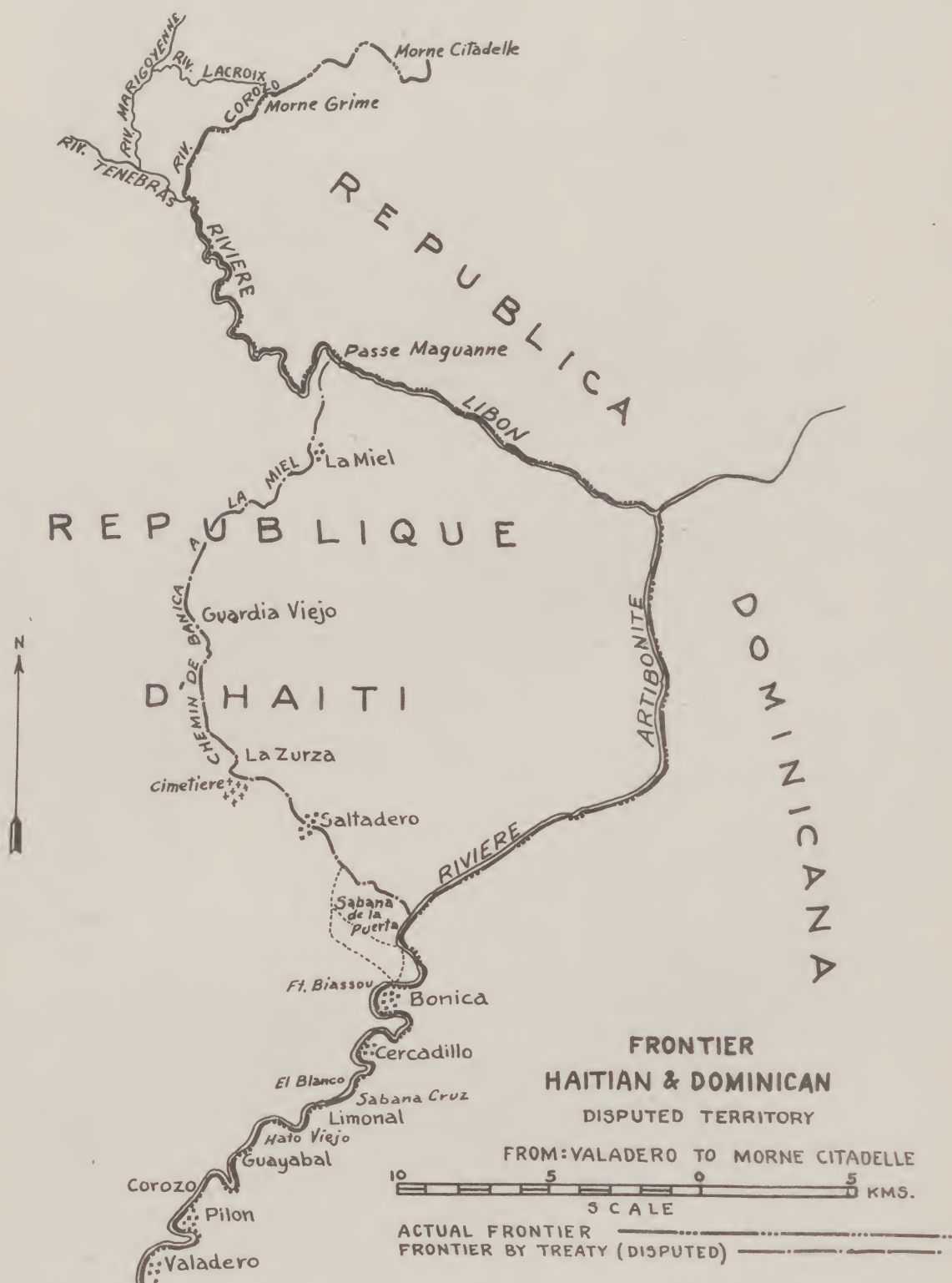
Haiti has "most favored nation" treaties of commerce with a majority of the leading nations and has signed the greater part of the various multilateral, international agreements sponsored by the League of Nations and recent Pan American conferences.

The only Treaty of special interest, aside from its Treaties with the United States referred to in this Monograph, is the Haitian-Dominican Boundary Treaty of 1929 which Haiti, however, has not ratified. Negotiations are now being pursued for a modification of this treaty or a new boundary agreement. Various incidents as a result of the unsettled boundary have arisen in the last year to make the boundary question one of active interest.

There are no treaties pending.







A P P E N D I X N O. 2

CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND

THE REPUBLIC OF HAITI DATED 16 SEPTEMBER, 1915

P R E A M B L E

The United States and the Republic of Haiti desiring to confirm and strengthen the amity existing between them by the most cordial cooperation in measures for their common advantage, and the Republic of Haiti desiring to remedy the present condition of its revenues and finances, to maintain the tranquility of the Republic, to carry out plans for the economic development and the prosperity of the Republic and its people, and the United States being in full sympathy with all these aims and objects and desiring to contribute in all proper ways to their accomplishment:

The United States and the Republic of Haiti, having resolved to conclude a convention with these objects in view, have appointed for that purpose, plenipotentiaries, on the part of the United States, Mr. Robert Beale Davis, junior, Charge d'Affaires of the United States of America, and on the part of the Republic of Haiti, Mr. Louis Borno, Secretary of Foreign Affairs, who, having exhibited to each other their respective powers, which are seen to be in good and true form, have agreed as follows:

I

The Government of the United States will, by its good offices, aid the Haitian Government in proper and efficient development of its agricultural, mineral and commercial resources and in the establishment of the Finances of Haiti on a firm and solid basis.

II

The President of Haiti shall appoint, upon nomination by the President of the United States, a General Receiver and such aids and employees as may be necessary, who shall collect, receive and apply all custom duties on imports and exports accruing at the several custom houses and ports of entry of the Republic of Haiti. The President of Haiti shall appoint upon nomination by the President of the United States, A Financial Adviser, who shall be an officer attached to the Ministry of Finances, to give effect to whose proposals and labors, the Minister will lend efficient aid. The Financial Adviser shall devise an adequate system of public accounting, aid in increasing the revenues and adjusting them to the expenses, inquire into the validity of the debts of the Republic, enlighten both governments with reference to all eventual debts, recommend improved methods of collecting and applying the revenues, and make such other recommendations to the Minister of Finances as may be deemed necessary for the welfare and prosperity of Haiti.

III

The Government of Haiti will provide by law or by appropriate decrees for the payment of all custom duties to the General Receiver, and will extend to the Receivership and to the Financial Adviser all needful aid and full protection in the execution of the powers conferred and the duties imposed herein; and the United States on its part will extend like aid and protection.

IV

Upon the appointment of the Financial Adviser, the Government of the Republic of Haiti, in cooperation with the Financial Adviser, shall collate, classify, arrange, and make full statement of all the debts of the Republic, the amounts, character, maturity and condition thereof, and the interest accruing and the sinking fund requisite to their final discharge.

V

All sums collected and received by the General Receiver shall be applied, first, to the payment of the salaries and allowances of the General Receiver, his assistants and employees and the expenses of the Receivership, including the salary and expenses of the Financial Adviser, which salaries will be determined by previous agreement; second, to the interest and sinking fund of the public debt of the Republic of Haiti; and third, to the maintenance of the Constabulary referred to in Article X, and then the remainder to the Haitian Government for the purpose of current expenses.

In making these applications the General Receiver will proceed to pay salaries and allowances monthly and expenses as they arise, and, on the first of each calendar month, will set aside in a separate fund the quantum of the collections and receipts of the previous month.

VI

The expenses of the Receivership, including salaries and allowances of the General Receiver, his assistants and employees, and the salary and expenses of the Financial Adviser, shall not exceed five per centum of the collections and receipts from customs duties, unless by agreement by the two governments.

VII

The General Receiver shall make monthly reports of all collections, receipts and disbursements to the appropriate officer of the Republic of Haiti and to the Department of State of the United States, which report shall be open to inspection and verification at all times by the appropriate authorities of each of the said governments.

VIII

The Republic of Haiti shall not increase its public debt except by previous agreement with the President of the United States, and shall not contract any debt or assume any financial obligation unless the ordinary revenues of the Republic available for that purpose, after defraying the expenses of the Government, shall be adequate to pay the interest and provide a sinking fund for the final discharge of such debt.

IX

The Republic of Haiti will not, without previous agreement with the President of the United States, modify the customs duties in a manner to reduce revenues therefrom; and in order that the revenues of the Republic may be adequate to meet the public debt and the expenses of the Government, to preserve tranquility, and to promote material prosperity, the Republic of Haiti will cooperate with the Financial Adviser in his recommendations for improvement in the methods of collecting and disbursing the revenues and for new sources of needed income.

X

The Haitian Government obligates itself, for the preservation of domestic peace, the security of individual rights, and the full observance of the provisions of this treaty, to create without delay an efficient constabulary, urban and rural, composed of native Haitians. This constabulary shall be organized and officered by Americans appointed by the President of Haiti, upon nomination by the President of the United States. The Haitian Government shall clothe these officers with the proper and necessary authority and uphold them in the performance of their functions. These officers will be replaced by Haitians as they, by examination conducted under direction of a board to be selected by the senior American officer of this constabulary, in the presence of a representative of the Haitian Government, are found to be qualified to assume such duties. The constabulary herein provided for shall, under the direction of the Haitian Government, have supervision and control of arms and ammunition, military supplies and traffic therein, throughout the country. The high contracting parties agree that the stipulations in this article are necessary to prevent factional strife and disturbance.

XI

The Government of Haiti agrees not to surrender any of the territory of the Republic of Haiti by sale, lease or otherwise, or jurisdiction over such territory, to any foreign government or power, nor to enter into any treaty or contract with any foreign power or powers that will impair the independence of Haiti.

XII

The Haitian Government agrees to execute with the United States a protocol for the settlement, by arbitration or otherwise, of all pending pecuniary claims of foreign corporations, companies, citizens or subjects against Haiti.

XIII

The Republic of Haiti, being desirous to further the development of its natural resources, agrees to undertake and execute such measures as, in the opinion of the high contracting parties, may be necessary for the sanitation and public improvement of the Republic, under the supervision and direction of an engineer or engineers, to be appointed by the President of Haiti upon nomination of the President of the United States, and authorized for that purpose by the Government of Haiti.

XIV

The high contracting parties shall have authority to take such steps as may be necessary to insure the complete attainment of any of the objects comprehended in this treaty and should the necessity occur, the United States will lend an efficient aid for the preservation of Haitian independence and the maintenance of a government adequate for the protection of life, property, and individual liberty.

XV

The present treaty shall be approved and ratified by the high contracting parties in conformity with their respective laws, and the ratifications thereof shall be exchanged in the city of Washington as soon as may be possible.

XVI

The present treaty shall remain in full force and virtue for the term of ten years, to be counted from the day of exchange of ratifications, and further for another term of ten years if for specific reasons presented by either of the high contracting parties the purpose of this treaty has not been fully accomplished.

In faith whereof, the respective plenipotentiaries have signed the present Convention in duplicate, in English and French languages, and thereunto affixed their seals.

Done at Port au Prince, Haiti, the 16th day of September in the year of our Lord one thousand nine hundred and fifteen.

ROBERT BEALE DAVIS, HR.

LOUIS BORNIO

A P P E N D I X N O . 3

AGREEMENT UPON THE GENDARMERIE (GARDE) D'HAITI

CONCLUDED ON 24 AUGUST, 1916.

The undersigned, duly authorized thereto by their respective governments, have thus agreed:

ARTICLE I

(NOTE: Original text of Article I was modified by an Agreement concluded August 24, 1916, and again by an agreement signed February 28, 1925. Original text and first modification are omitted here. The text of Article I as fixed by the last agreement is contained in Appendix No. 4.)

ARTICLE II

A coast guard service shall be established, operated and maintained as a constituent part of the Gendarmerie (Garde), under the direction and control of the Commandant of the Gendarmerie (Garde) and in addition to the annual expenses heretofore set forth, the sum of \$75,000.00 shall be allotted for the purchase of the necessary coast guard vessels for this service. These vessels may be used for the transportation of troops, government employees and the supplies of all departments at the discretion of the Commandant of the Gendarmerie (Garde), subject to the direction of the President of Haiti.

ARTICLE III

All American officers of the Gendarmerie (Garde) shall be appointed by the President of Haiti upon nomination by the President of the United States, and will be replaced by Haitians when they have shown by examination, as provided in Article X of the treaty, that they are fit for command.

ARTICLE IV

The Gendarmerie (Garde) shall be considered the sole military and police force of the Republic of Haiti, clothed with full power to preserve domestic peace, the security of individual rights, and the full observance of the provisions of the Treaty. It shall have the supervision and control of arms and ammunition, military supplies, and traffic therein, throughout the Republic. It shall be subject only to the direction of the President of Haiti; all other officials desiring the services of the Gendarmerie (Garde) shall be required to submit requests through the nearest official of that organization.

The private guard referred to in Article 175 of the Constitution of Haiti shall be composed of one hundred men of the Gendarmerie (Garde), chosen by the President of Haiti, which men shall wear distinctive insignia while employed on that service.

ARTICLE V

All matters of recruiting, appointment, instruction or training, promotion, examination, discipline, operation, movement of troops, clothing, rations, arms and equipment, quarters and administration, shall be under the jurisdiction of the Commandant of the Gendarmerie (Garde).

ARTICLE VI

The Gendarmerie (Garde) shall be organized and officered as provided for in Article X of the treaty. The clerical force of the Gendarmerie (Garde) shall be Haitien citizens.

ARTICLE VII

Rules and regulations for the administration and discipline of the Gendarmerie (Garde) shall be issued by the Commandant after being approved by the President of Haiti. Infraction of these rules and regulations by members of the Gendarmerie (Garde) may be punished by arrest and imprisonment, suspension from duty without pay, forfeiture of pay, or dismissal under regulations promulgated by the Commandant of the Gendarmerie (Garde) and approved by the President of Haiti.

ARTICLE VIII

Other offenses committed by gendarmes (gardes) will be investigated by the Gendarmerie (Garde) officers as directed by the Commandant of the Gendarmerie (Garde). If the behavior of a gendarme (garde) is unjustified he may, at the discretion of the Commandant of the Gendarmerie (Garde), be discharged from the Gendarmerie (Garde), after his guilt is established, he punished in the same manner as other Haitien citizens, or, if not discharged he will be punished as provided in articles VII and IX of this agreement. Officers and enlisted men of the United States Navy and Marine Corps, serving with the Gendarmerie (Garde), will continue to be subject to the laws of the United States for the government of the Navy.

ARTICLE IX

A tribunal, consisting of five officers of the Gendarmerie (Garde), is authorized for the trial of gendarmes (gardes) charged with conspiracy against the Government of Haiti. This tribunal will be ordered by the Commandant of the Gendarmerie (Garde), and, in case

of conviction, is authorized to inflict the punishment of death or such other punishment as the tribunal may adjudge and deem proper, in accordance with the laws of Haiti. All sentences of this tribunal, after being reviewed and approved by the Commandant of the Gendarmerie (Garde), must be confirmed by the President of Haiti before being carried into execution.

ARTICLE X

Persons violating the laws governing traffic in arms, ammunition and military stores, shall be punished by a fine not exceeding \$1,000.00 United States currency, or imprisonment not exceeding five years, or both.

ARTICLE XI

The Haitien Gendarmerie (Garde) shall be under the control of the President of Haiti, and all orders from him pertaining to the Gendarmerie (Garde) shall be delivered to the Commandant through the Minister of the Interior. All other civil officials desiring protection or the services of the Gendarmerie (Garde) will make application to the senior officer of the Gendarmerie (Garde) in the locality.

ARTICLE XII

(NOTE: Original text of Article XII was modified by an agreement concluded August 24, 1916, and again by an agreement signed February 28, 1925. Original text and first modification are omitted here. The text of Article XII as fixed by the last agreement is contained in Appendix No. 4.)

ARTICLE XIII

Reports of expenditures shall be made by the Commandant as directed by the President of Haiti.

ARTICLE XIV

The laws necessary to make effective the above provisions shall be submitted to the Legislative Body of Haiti.

In witness whereof, the undersigned have hereunto signed their names and affixed their seals in duplicate.

Done at Washington, D. C., this 24th day of August, nineteen hundred and sixteen.

SOLON MENOS

ROBERT LANSING.

L 1 W

DARTIGUENAVE

PRESIDENT OF THE REPUBLIC

Using the initiative accorded to him by article 55 of the Constitution,

In view of article 10 of the Convention of September 16, 1915,

Upon the report of the Secretary of Foreign Affairs and Finance and the Secretary of the Interior,

And upon the advice of the Council of Secretaries of State,

HAS PROPOSED

And the Council of State has rendered the following law:

Art. 1.---There herewith is and remains sanctioned the agreement made at Washington, August 24, 1916, between Mr. Solon Menos, representing the Haitien Government, and Mr. Robert Lansing, representing the Government of the United States of America, fixing the organization, the plan, the salaries, and the expenses of the Gendarmerie (Garde) d'Haiti.

Art. 2.---The expenditures necessitated by the service of the Gendmerie (Garde) shall be subject to the regulations established in Art. 5 of the Convention of September 16, 1915, and by the finance law accompanying the general budget of the Republic.

Art. 3.---This law shall be published and executed under the direction of the Secretaries of Finance and of the Interior.

Given at the Legislative Palace at Port au Prince, September 11, 1918, the 115th year of Independence.

The President:
LEGITIME.

THE Secretaries: J.M. Grandoit,
Dr. D. Laroche.

IN THE NAME OF THE REPUBLIC

The President of the Republic orders that the above law be invested with the Seal of the Republic, printed, published, and executed.

Given at the National Palace, Port au Prince, September 12, 1918, the 115th year of independence.

Secretary of the Interior:

B. Dartiguenave.

Secretary of Finance and Commerce:

Louis Borno.

DARTIGUENAVE

APPENDIX NO. 4

AGREEMENT MODIFYING ARTICLE I AND XII OF GENDARMERIE

(GARDE) AGREEMENT OF 24 AUGUST, 1916, CON-

CLUDED 28 FEBRUARY, 1925.

The undersigned, duly authorized by their respective governments, have this day agreed that Articles I and XII of the Haitian Gendarmerie (Garde) Agreement made by and between the governments of the United States of America and of the Republic of Haiti, on the 24th of August, 1916, and amended on the 23rd of March, 1920, shall be and they are hereby amended so as to read as follows:

ARTICLE I

That the Constabulary contemplated by Article X of the Treaty between the United States of America and the Republic of Haiti, signed at Port au Prince on September 16, 1915, shall be known as the Haitian Gendarmerie (Garde); that its strength and amounts to be expended for pay, rations, hospital and medical supplies, and expenses of maintenance and operation, et cetera, shall be as set forth in the following table:

	Per Month Gourdes	Per Annum Gourdes
Personnel		
1 General of Division, Commandant	1,250.00	15,000.00
1 General of Brigade, Assistant Commandant	1,000.00	12,000.00
3 Colonels, Directors	1,000.00	36,000.00
1 Colonel, Quartermaster-Paymaster Director	1,000.	12,000.00
1 Colonel, Medical Director	1,000.00	12,000.00
7 Majors, Inspectors	750.00	63,000.00
2 Majors, Assistant Quartermasters, Inspectors	750.00	18,000.00
3 Majors, Surgeon Inspectors	750.00	27,000.00
20 Captains	750.00	180,000.00
1 Captain, Surgeon	750.00	9,000.00
49 First Lieutenants	500.00	294,000.00
3 First Lieutenants (Hospital Corps)	500.00	18,000.00
49 Second Lieutenants	300.00	176,400.00
6 Second Lieutenants (Hospital Corps)	300.00	21,000.00
19 First Sergeants	125.00	28,500.00
112 Sergeants	100.00	134,400.00
262 Corporals	75.00	235,800.00
40 Field Musicians	50.00	24,000.00
2,100 Privates	50.00-1	2,260,000.00
TOTAL PAY PERSONNEL	GOURDES	2,576,700.00

REGULATIONS GARDE D'HAITI

RATIONS:

Expenses of procuring and preparing rations for
2,533 enlisted men at 75 centimes per man per diem 693,337.50

MEDICAL SERVICE:

Medical supplies, equipment, and maintenance of
hospitals 75,000.00

MAINTENANCE AND OPERATION:

Civil clerical force; uniforms, ammunition and
target practice; forage and remounts; transportation
of supplies and troops; maps; stationery and office
supplies; intelligence service; rent; repairs to
barracks; equipage; gasoline; kerosene; lights; tools
and miscellaneous expenditures for maintenance and
operation of the Gendarmerie (Garde) 1,142,975.00
4,488,012.50

	C O A S T	G U A R D	
	Per Month	Per Annum	
Personnel	Gourdes	Gourdes	
1 Inspector	750.00	9,000.00	
3 First Lieutenants	500.00	18,000.00	
4 Engineers	100.00	4,800.00	
4 Quartermasters	75.00	3,600.00	
30 Seamen	50.00	18,000.00	
Rations for 38 men at Gde. 1.00 per man per diem		13,870.00	
Maintenance and operation of Coast Guard		92,970.00	160,240.00
TOTAL FOR LAND FORCES AND COAST GUARD.....			4,648,252.50

It is further provided that if the condition of the Haitian Government's finances shall so warrant, the following additional number of men or part of this number, and the following additional number of officers or part of this number be appointed, and the following number of nurses or part of this number may be enlisted upon the recommendation of the Commandant and upon the consent, in writing of the Financial Adviser.

The pay, rations, hospital and medical supplies, and expenses of maintenance and operation, et cetera, shall be set forth in the following table:

Personnel	Per Month Gourdes	Per Annum Gourdes
1 Colonel	1,000.00	12,000.00
1 Major, Assistant Quartermaster, Inspector	750.00	9,000.00
1 Major Surgeon.....	750.00	9,000.00
2 Captains	750.00	18,000.00
1 Captain, Assistant Quartermaster	750.00	9,000.00
2 Captains, Surgeon	750.00	18,000.00
10 First Lieutenants	500.00	60,000.00
1 First Lieutenant (Hospital Corps)	500.00	6,000.00
10 Second Lieutenants	300.00	36,000.00
4 Warrant Officers (Hospital Corps)	300.00	14,400.00
22 Aspirant Officers	250.00	66,000.00
7 Sergeants Major	150.00	12,600.00
11 First Sergeants	125.00	16,500.00
23 Staff Sergeants	125.00	34,500.00
38 Sergeants	100.00	45,600.00
38 Corporals	75.00	34,200.00
10 Field Musicians	50.00	6,000.00
240 Privates	50.00	144,000.00

MEDICAL SERVICE

4 First Sergeants	125.00	6,000.00
20 Sergeants	100.00	24,000.00
40 Corpsmen, 1st Class.....	75.00	36,000.00
30 Corpsmen, 2nd Class.....	60.00	21,600.00
6 Nurses	100.00	7,200.00

PALACE BAND

1 Band Leader, 1st Lieutenant	500.00	6,000.00
1 Assistant Leader	250.00	3,000.00
10 Musicians, 1st Class.....	125.00	15,000.00
15 Musicians, 2nd Class.....	100.00	18,000.00
25 Musicians, 3rd Class.....	75.00	22,500.00
Rations for 461 enlisted men, 50 bandsmen, and six nurses, at 75 centimes per person per diem		141,528.75
Medical supplies, equipment, and maintenance of hospitals for 517 persons at Gdes. 2.25 per month per person		13,959.00
Maintenance and operation for 461 enlisted men, 50 bandsmen, and 6 nurses at Gdes. 17.75 per month per person		110,121.00

ARTICLE XII

The sum of Gdes. 4,648,252.50, Haitian Currency, shall be placed in the Budget annually, for the pay and allowances, rations, hospital and medical supplies, maintenance and operation and other current expenses of the Gendarmerie (Garde) and Coast Guard. This appropriation shall be made available in monthly allotments for the various needs of the Gendarmerie (Garde) and the Coast Guard, and any surplus not expended shall be available for the use of the Gendarmerie (Garde).

In case of the increase provided for in Article I, the amounts necessary to carry it into effect shall be appropriated.

In WITNESS WHEREOF, the undersigned have hereunto signed their names and affixed their seals.

Done in duplicate, at Port au Prince, Haiti, this twenty-eighth day of February, nineteen hundred and twenty-five.

(Signed) GEORGE R. MERRELL, Jr. (SEAL)
(Signed) LEON DEJEAN (SEAL)

A P P E N D I X N O. 6

EXTRACTS FROM LAW OF 25 OCTOBER, 1928, CHANGING NAME

OF GENDARMERIE AND PROVIDING FOR THE

MAISON MILITAIRE.

Article I.---The armed force of the Republic of Haiti is designated under the name of "GARDE D'HAITI."

Article 2.---The body of officers attached to the President of the Republic of Haiti as Aides-de-Camp is designated under the name of "Maison Militaire of the President of the Republic."

Article 4.---The strength, the pay, and the rations of the Garde d'Haiti are fixed as follows:

GARDE D'HAITI		PER MONTH	PER ANNUM
1	General of Division, Commandant	1,250.00	
1	Brigadier General, Assistant Commandant	1,000.00	
4	Colonels, Directors at Gdes. 1,000.00 ..	4,000.00	
1	Colonel, Quartermaster.....	1,000.00	
2	Majors, Assistant Quartermaster, at Gdes. 750.00	1,500.00	
7	Majors, Inspectors, at Gdes. 750.00.....	5,250.00	
4	Majors, Surgeon Inspectors at Gdes. 750.00-3,	3,000.00	
22	Captains, at Gdes. 750.00	16,500.00	
1	Captain, Assistant Quartermaster.....	750.00	
3	Captains, Surgeons, at Gdes. 750.00	2,250.00	
50	First Lieutenants, at Gdes. 500.00	25,000.00	
3	First Lieutenants, Medical @ 500.00Gdes. 1,	1,500.00	
53	Second Lieutenants, @ Gdes. 300.00	15,900.00	
6	Second Lieutenants, Medical @ Gdes. 300.	1,800.00	
11	Aspirant Officers, @ Gdes. 242.40	2,666.40	
19	First Sergeants at Gdes. 125.00	2,375.00	
4	First Sergeants, (Hospital Corps), at Gdes. 125.00.....	500.00	
112	Sergeants, at Gdes. 100.00.....	11,200.00	
262	Corporals, at Gdes. 75.00	19,650.00	
40	Field Musicians, at Gdes. 50.00	2,000.00	
2100	Gardes, at Gdes. 50.00.....	105,000.00	
	Rations for 2557 enlisted men, mess utensils, kitchen utensils, and purchase of food, at Gdes. 0.75 per man per day...	57,875.30	
	Quarters allowance for Haitian Second Lieutenants, i.e., 28 at Gdes. 75.00 per lieutenant per month.....	2,100.00	
	GOURDES:	285,066.70	3,420,800.40

Coast Guard, Lighthouse Service and aids to navigation, salaries, upkeep and operations.....	23,356.66	280.279.92
--	-----------	------------

Article 5.---Article I of the law of 7 May, 1924, changing the strength and increasing the pay of the Staff, is modified as follows:

MAISON MILITAIRE OF THE PRESIDENT
OF THE REPUBLIC

	PER MONTH	PER ANNUM
1 Chief of the Maison Militaire, with rank of Captain in the Garde d'Haiti during his service in the Maison Militaire	750.00	
1 Assistant Chief of the Maison Militaire, with rank and pay of a First Lieutenant in the Garde d'Haiti, during his service in the Maison Militaire.....	500.00	
1 Civil Employee, secretary of the Maison Militaire.....	451.66	
5 Aides-de-Camp, Second Lieutenants, attached to the Maison Militaire, at Gdes. 300.00	1,500.00	
Quarters allowance for 5 Aides-de-Camp, Second Lieutenants, attached to the Maison Militaire, at Gdes. 100.00	500.00	
GOURDES	3,701.66	44,419.92

APPENDIX NO. 7

ARTICLES FOR THE GOVERNMENT OF THE GENDARMERIE (GARDE)

D'HAITI, PROMULGATED 17 JUNE, 1925 (EXTRACTS).

I

OBLIGATION OF OFFICERS.---All officers of the Gendarmerie (Garde) shall set in themselves an example of virtue, honor, patriotism, and discipline; shall be diligent in the performance of the duties assigned them and vigilant in the control of their subordinates shall guard against and suppress all dissolute, immoral and illegal practices; and shall punish according to law all those who are guilty thereof. Any officer who violates the provisions of this article, or any other Article for the Government of the Gendarmerie (Garde), may be punished as a court-martial, or any other special court established in conformity with the Gendarmerie (Garde) Accord, entered into by the Republic of Haiti and the United States of America and signed at Washington the 24th of Auguts, 1916, may direct.

X

AUTHORITY OF ACTING AND ASPIRANT OFFICERS.---Acting officers and aspirant officers are officers of the Gendarmerie (Garde) and as such are clothed with all necessary authority to carry out their assigned missions and are subject to trial by court-martial as officers for all offenses committed.

XI

OATH OF ALLEGIANCE.---All commissioned Haitian officers, acting officers, or aspirant officers, shall be required to take the following oath of allegiance when commissioned or appointed:

"Je jure et promets solennellement fidelite a la Republique d' Haiti; je jure de la defendre et de la servir selon mon honneur et ma conscience contre tous ses ennemis quels qu'ils puissent etre; je jure et promets obeissance aux ordres de mes officiers superieurs et ce, conformement aux lois et Reglements du Gouvernement de la Gendarmerie (Garde) d'Haiti et a la Constitution d'Haiti"

XII

OFFICER TENDERING RESIGNATION TO REMAIN IN A DUTY STATUS UNTIL RELIEVED.---Any officer who has tendered his resignation from the Gendarmerie (Garde) d'Haiti shall remain in a duty status until relieved by proper authority; failure to do so may be punished as desertion.

XIII

COMMUNAL ADVISERS.---Any officer of the Gendarmerie (Garde) d'Haiti may be appointed by direction of the Commandant of the Gendarmerie (Garde) as the communal adviser of any commune in the district or sub-district in which he is stationed, and, when so appointed, is charged with the surveillance and control of all financial operations of that commune and will indicate the ways and means for the collection of communal revenues and will approve all communal expenditures prior to their payment.

XIV

POSTING AND READING OF ARTICLES.---A copy of these Articles for the Government of the Gendarmerie (Garde) shall be posted at every sub-district, district or higher headquarters in a conspicuous place where it can be read by the enlisted personnel, and every commanding officer in the Gendarmerie (Garde) shall cause these Articles to be read and explained to all gendarmes (gardes) at least once a month.

XV

CIVILIAN EMPLOYEES SUBJECT TO ARTICLES FOR THE GOVERNMENT OF THE GARDE.---Clerks, chauffeurs or other civilian employees of the Gendarmerie (Garde) d'Haiti are subject to the regulations and instructions for the government of the Gendarmerie (Garde) d'Haiti for the period of their employment, and during and for the period of such employment are subject to investigation and trial as provided for in the Articles for the Government of the Gendarmerie (Garde) d'Haiti. An agreement to this effect shall be executed by them prior to their employment.

XVI

ORGANIZATION FOR COMMAND.---For purposes of command and discipline the personnel of the Gendarmerie (Garde) is organized into platoons, companies, and such other larger units as may from time to time be desirable.

A platoon normally consists of a lieutenant, a sergeant, three corporals, twenty-one privates and one trumpeter.

A company normally consists of a captain, a first sergeant and two or more platoons.

XVII

ORGANIZATION FOR ADMINISTRATION.---For purposes of administration, supply and disbursement the Gendarmerie (Garde) is divided territorially into departments, districts and sub-districts.

The sub-district consists of such communes, quarters and sections as may be prescribed from time to time by the Commandant of

the Gendarmerie (Garde), and includes within its limits one or more smaller posts. It is normally commanded by a lieutenant.

The district consists of one or more sub-districts and is normally commanded by a captain.

The department is composed of one or more districts and is normally commanded by a colonel.

A general headquarters commanded by the Commandant of the Gendarmerie (Garde) organizes and directs the activities of the Gendarmerie (Garde). It will include the Quartermaster and the Medical Director.

XVIII

LIMITATION OF PUNISHMENTS BY PLATOON OR SUB-DISTRICT COMMANDER

A platoon or sub-district commander may award the following punishments to enlisted gendarmes (gardes) regularly or temporarily under his command:

1. Extra police duty not to exceed 60 hours.
2. Restriction to barracks building, barracks enclosure or the immediate vicinity of barracks for a period not to exceed 30 days.
3. Confinement, solitary or otherwise, not to exceed 15 days.
4. Confinement on bread and water not to exceed 3 days.
5. Loss of pay not to exceed

for a private	G. 25.00
for a lance corporal.....	G. 25.00
for a corporal.....	G. 45.00
for a sergeant.....	G. 50.00
for a first sergeant.....	G. 60.00

XIX

PLATOON OR SUB-DISTRICT COMMANDER HAS NO AUTHORITY TO PUNISH OFFICER.---A platoon or sub-district commander has no authority to punish any officer of the Gendarmerie (Garde).

XX

ARREST OF OFFICER FOR SAFEKEEPING BY PLATOON OR SUB-DISTRICT COMMANDER.---In an emergency, for cause, a platoon or sub-district commander may place an officer of the Gendarmerie (Garde) under arrest for safekeeping, but will immediately report that fact by the quickest available means of communication to his next superior in command authorized to administer punishment to an officer, following this report by a statement of the circumstances in detail, in writing, by the first available mail or messenger.

XXI

LIMITATIONS OF PUNISHMENTS BY COMPANY OR DISTRICT COMMANDER.--

A company or district commander may award the following punishments to gendarmes (gardes) regularly or temporarily under his command:

1. Extra police duty not to exceed 60 hours.
2. Restriction to barracks building, barracks enclosure or the immediate vicinity of barracks for a period not to exceed 30 days.
3. Confinement, solitary or otherwise, not to exceed 30 days.
4. Confinement not to exceed 15 days on bread and water with full ration every third day.
5. Loss of pay not to exceed four-fifths of one month's pay, not including ration allowance, may be added to any one of the other four preceding authorized punishments, but no other combination of punishments may be made.
6. Reduction in rank.
7. Discharge for the good of the service, in which case the discharged man shall be paid to the date of discharge.

XXII

ARREST OF OFFICER BY COMPANY OR DISTRICT COMMANDER.---A company or district commander, but not an acting company or district commander, may place an officer under his command under arrest for a period not to exceed ten days, awaiting action of higher authority. An immediate report shall be submitted covering the case. Admonition or reprimand may be administered for minor offenses.

XXIII

PROCEDURE ON PLACING AN OFFICER UNDER ARREST.---Prior to the placing of an officer under arrest as a punishment, a letter shall be addressed to him stating the offense or offenses which he has committed and requiring from him by return endorsement such statement as he may desire to make. A signed copy of this letter shall be furnished the officer whose conduct is in question. Should the officer then be placed under arrest, the original of this letter shall be forwarded by endorsement to the Commandant of the Gendarmerie (Garde) via the next superior in command. This endorsement should enclose copy of a second letter which must be sent to the officer in question formally placing him under arrest as a punishment for the offense or offenses specified and stating the limitations as to period and place of arrest.

Before an officer is placed under arrest as a punishment he shall be specifically and actually relieved of responsibility for all funds, property and duties of his office.

For the period that an officer is under arrest as a punishment no payment will be made to him for his services in the Gendarmerie (Garde).

XXXII

POWER OF PUNISHMENT OF QUARTERMASTER AND MEDICAL DIRECTOR.---

The director or acting director of the supply division and of the medical division exercise over the personnel of their respective departments, not attached to a district, the powers of punishment as prescribed for a company or district commander as set forth in these Articles.

XLVII

DISHONORABLE AND BAD-CONDUCT DISCHARGES.---Dishonorable discharge from the Gendarmerie (Garde) adjudged by a court-martial or tribunal must be approved by the Commandant of the Gendarmerie (Garde) or Acting Commandant of the Gendarmerie (Garde) before it is carried into execution.

When a dishonorable discharge has been approved by the Commandant of the Gendarmerie (Garde), the person so dishonorably discharged shall not again be reenlisted or reinstated in the Gendarmerie (Garde). The Commandant of the Gendarmerie (Garde) may reduce a dishonorable discharge to a bad-conduct discharge prior to execution of the sentence.

Bad-conduct discharge from the Gendarmerie (Garde) automatically precludes reenlistment or reinstatement in the Gendarmerie (Garde) except on the approval of the Commandant of the Gendarmerie.

XLVII

DISCHARGE FOR THE GOOD OF THE SERVICE.---"Whenever an enlisted man is discharged from the Gendarmerie (Garde) "for the good of the service," he shall not be reenlisted in the Gendarmerie (Garde) except by waiver by the Commandant of the Gendarmerie (Garde).

XLIX

LIMITATIONS OF PUNISHMENTS.---.....Absence without leave or over leave for a period of ten days will, without evidence to the contrary, be considered desertion.....

(The full text of these Articles will be found in Garde Courts and Boards.)

A P P E N D I X N O . 8

LAW GOVERNING THE SURVEILLANCE AND CONTROL OF ARMS, AMMUNITION,
MILITARY SUPPLIES AND TRAFFIC THEREIN, PROMULGATED 22

DECEMBER, 1922.

L A W

LOUIS BORNIO

President of the Republic

In view of article 55 of the Constitution:

In view of the Arretes of December 5-15, 1916;

Upon the report of the Secretary of State of the Interior,

And with the advice of the Council of the Secretaries of State.

HAS PROPOSED

And the Council of State has enacted the following law:

Article I.---The Gendarmerie (Garde) will have the superintendence and control of arms, ammunition, military supplies and the traffic therein in the country in accordance with Article X of the Convention of September 16, 1915.

Article 2.---Arms, according to the signification given them by law, comprise all classes of firearms; arms using other propellants capable of taking human life; swords; sword canes; daggers; brass knuckles; black jacks (Casse Tete); and all other arms dangerous to human life.

Article 3.---Ammunition, according to the spirit of the law, comprises of all classes of explosives, whether made of chemical composition or of mechanical constitution; fuses; detonators of all kinds; paper or metallic caps; cartridges cases or shrapnel; bullets; cartridges; instruments to load cartridge shells or to cap or decap cases; moulds for bullets; the tools for repairing arms; and, in general, all supplies pertaining to the manufacture of ammunition.

Article 4.---The traffic in arms, ammunition, and military supplies consists of the importation, exchange, sale, or purchase of these arms, ammunition and military supplies.

Article 5.---It is prohibited to any one living on the territory of the Republic of Haiti to have in his possession an arm if he has not a license or if he is not specially authorized. Violation of this prohibition shall be punished according to Article 24 of this law.

Article 6.---Licenses for the possession of arms must be obtained from the Chief of the Gendarmerie (Garde) or from the officers authorized by him.

Article 7.---The licenses are valid during the year for which they are granted.

Article 8.---Anyone desiring to obtain or renew a license must present himself personally before the Chief of the Gendarmerie (Garde) or an officer, as provided by Article 6 of this law.

Article 9.---The sum of ten (10) dollars will be deposited with the Gendarmerie (Garde) as a bond for each arm for which a license has been granted.

Article 10.---The holder of a license can at any time take back his deposit of ten (10) dollars on condition that he deliver the arm to an officer authorized to grant a license. In a case where the holder of a license wishes to leave Haiti with the arm, his license will be taken back from him and his deposit refunded to him after being assured that the arm will be exported.

An arm deposited with the Gendarmerie (Garde) remains in custody of the Gendarmerie (Garde) until such time as the owner may dispose of it to some person authorized to carry arms. Arms not so disposed of within a period of five (5) years will become the property of the State.

Article 11.---Licenses cannot be transferred; they will bear a serial number, with the description and number of the arms for which they have been issued.

Article 12.---A license must always be in the possession of the owner when carrying the arm. The license must be produced for inspection whenever required by the Gendarmerie (Garde) d'Haiti.

Article 13.---Any arm found in the possession of a person who has not obtained a license for same will be confiscated.

Article 14.---In case where the holder of a license cannot produce for inspection the arm described in the license, the license will be confiscated.

Article 15.---The only firearms and ammunition admitted into Haiti are the following:

- Revolvers, under conditions of Article 16.
- Pistols, under conditions of Article 16.
- Rifles, .22 Cal., rim fire, (.22 Cal., short or long).
- Shot Guns.
- Ammunition for all the above classes of arms.

Article 16.---The arms and ammunition mentioned below will not be admitted:

Automatic Revolvers and Pistols, when these arms can be shouldered.

Shot Guns with spare barrel for bullets, all classes of rifle ammunition (except .22 cal., rim-fire), bullets, slugs, and buck shot.

Article 17.---Any persons desiring to import firearms must obtain to this effect permission from the Chief of the Gendarmerie (Garde) d'Haiti, and all firearms ordered must be rigorously consigned to them.

Article 18.---The holder of a license may import ammunition in limited quantities upon the authorization of the Chief of the Gendarmerie (Garde) d'Haiti.

Article 19.---Ammunition for sale may be imported under the following conditions only:

A merchant desiring to import ammunition for sale will submit a request to the Chief of the Gendarmerie (Garde) d'Haiti for a license to import same, and if there are no reasons for the disapproval of same, this will be granted him, but will never be granted to more than two merchants in the same town.

Article 20.---The ammunition so imported may be sold in limited quantities only to holders of a license for the possession of arms.

The Gendarmerie (Garde) will always have the right to examine the book specially kept by the merchant in which will be kept an account of the kind and quantity of said sales, the name of the person to whom sales have been made, and the number of their licenses.

Article 21.---Explosives for blasting may be imported by merchants or persons desiring to make use of them, but for each importation they must obtain the authorization of the Chief of the Gendarmerie (Garde) d'Haiti.

Article 22.---Explosives for blasting may be imported by merchants having permission to traffic in ammunition. They may be sold by them to persons who have the authorization to use such explosives from the officers designated in Article 6 of this Law.

The Gendarmerie (Garde) will always have the right to examine at any time the book specially kept by the merchant in which will be kept an account of the kind and quantity of such sales and the persons to whom the sales have been made.

Article 23.---The ammunition and explosives kept in stock by the merchants will be subject to inspection without previous notice by the authorized officers of the Gendarmerie (Garde) d'Haiti.

Article 24.---Persons violating the laws governing the traffic in or possession of arms, ammunition and military supplies, shall be punished by a fine not exceeding One Thousand (1000) dollars, U. S. Cy., or imprisonment not exceeding five (5) years, or both, as judged by the Tribunal Correctionnel.

Article 25.---The following persons have the right to carry arms:

The President and his Staff.
The Secretaries of State.

Article 26.---The Legislative Body, the Judges of Instruction the Commissaires du Gouvernement and Substitutes, the Prefets and the Magistrats Communaux, the Juges de Paix, the Chief of the President's Cabinet have the right to carry arms in the exercise of their functions. With the exception of the deposit of ten (10) dollars as provided in Article 9, they will conform with all prescriptions of the present law.

Article 27.---Arms and ammunition imported according to the present law will be liable to a duty, ad valorem, in accordance with Article 90 of the Customs Law.

Article 28.---An annual tax of two (2) dollars, U.S. Cy., will be charged for each firearm for which a license is issued; the tax will be in the form of a two (2) dollars stamp which will be placed on each renewed license and cancelled by the officer issuing the license.

Article 29.---The present law abrogates all laws, arrests, or dispositions of laws which are contrary to it and will be executed at the diligence of the Secretary of State of the Interior.

Given at the Legislative Palace, at Port au Prince,
December 22, 1922.

The President:

J.M. Grandoit.

The Secretaries:

Delabarre Pierre-Louis
Charles Rouzier.

APPENDIX NO. 10

RELATIONS WITH MEMBERS OF UNITED STATES SERVICE

(The following instructions have the force of regulations. They are promulgated in the form of an appendix in order to avoid inclusion in the Regulations proper of matter which will not have permanent application to the Garde d'Haiti.)

1. Law governing Forces of Occupations.---Officers and enlisted men of the United States Navy and Marine Corps are subject only to the laws of the United States for the government of the Navy.

2. Military Police.---The Forces of Occupation are provided with their own military police, who will handle all offenses committed by members of the Forces of Occupation.

3. Function of Gardes acting as police.---Gardes acting as police shall make arrests only in the cases of Haitians and civilians (foreigners). In case members of the Forces of Occupation are involved in any disorder, when no military police are present, Garde police shall take no action, but shall immediately notify the nearest officer of the Garde.

4. Drawing of arms.---Under no circumstances shall a garde draw arms, or make a motion to do so, against any members of the Forces of Occupation. Commanding officers will be held accountable for the frequent instruction of gardes in this respect.

5. Entering into argument.---Commanding officers shall warn gardes to avoid any argument with members of the Forces of Occupation

6. Cooperation with Forces of Occupation.----

(a) In carrying out their police duties, officers and men attached to police companies of the Garde d'Haiti shall be guided by the following instructions:

(1) DISORDER INVOLVING ONLY MEMBERS OF FORCES OF OCCUPATION.---A disorder involving only members of the Forces of Occupation will be handled by the military police, as provided for in paragraph 2. If there be no military police at the scene of the disorder, a Garde policeman observing such disorder shall make every effort to notify the nearest military police, failing in which, he shall promptly notify the Central Police Station. A police officer shall proceed immediately to the scene of the disorder in order to be available should Haitian or civilians (foreigners) have become involved in the meantime.

- (2) Disorder involving members of the Forces of Occupation and civilians (foreigners):-- In case of a disorder involving members of the Forces of Occupation and civilians (foreigners), the Garde policeman observing same shall notify the Central Police Station and the military police. The Garde Police shall take charge of the civilians (foreigners) involved, and the military police will take charge of the members of the Forces of Occupation involved.
- (3) Disorder involving members of the Forces of Occupation and Haitians.---In case of a disorder involving members of the Forces of Occupation and Haitians, the Garde policeman observing same shall notify the nearest military police, who will take charge of the members of the Forces of Occupation involved. Should the Garde policeman be unable to locate a military police in the vicinity of the scene of the disorder, he shall promptly notify the Central Police Station of the disorder, and, upon receipt of such report, a police officer shall immediately proceed to the scene of the disorder.
- (4) Disorder involving members of the Forces of Occupation and gardes.---In case of a disorder involving members of the Forces of Occupation and gardes, the Garde policeman observing same shall consider it his paramount duty to remove the gardes involved from the scene of the disorder. As provided in paragraph 2, the military police will take charge of the members of the Forces of Occupation involved. Should there be no military police in the vicinity of the scene of the disorder, he shall report the disorder to the Central Police Station, but may make such report when turning over the Garde prisoners to a police officer.

(b) In the cases cited in paragraph 6 (a) of this article, when both military police and Garde police are required to be present in making arrest, the latter shall be careful to refrain from entering into any argument or dispute, or taking any action which would cause misunderstanding.

7. Shore parties from U.S. Naval Vessels.---The instructions governing the relationship between members of the Garde and the Forces of Occupation are equally applicable in the cases of members of the crews of U.S. Naval vessels in Haitian waters.

Propaganda:

106-100

106-200

Newspaper articles, printed pamphlets and propagators comprise the three means of spreading propaganda in Haiti, and, of the three, it is believed that the latter is the most successful.

Newspaper articles carry considerable weight but do not reach the mass and then, on the other side, there is always a newspaper to deny whatever the propaganda might be.

Printed pamphlets are necessarily calm in tone and are very seldom used to propagate anything subversive.

Human propagators, however, are able to spread any amount of propaganda, either pro or con, without receiving any immediate denial. These agents do not necessarily hold meetings but go in market places, to fountains and other public gathering places, and allow their principles to slip out during the course of their conversation.

The propaganda against Louis Borno was admittedly well done. Haiti spent prosperous and peaceful years under Borno but propagandists did their work so well that he was hated, although thousands now wish he was back again. The power of propaganda in the hands, and from the mouths, of unscrupulous people have no bounds in Haiti. The simple market folk are ready to believe most anything from a "white collar" city man. Borno spread propaganda of his own, but was too late, - the opposition had the "jump" on him.

The big drawback to newspapers and pamphlets lay in their ability to reach only the ten per cent literate. Propagators reach the ninety per cent illiterate, and the illiterate vote counts as much as the literate vote and is much easier to manipulate by election officials.

Propaganda, on behalf of the Government, is spread by Government and Communal employees and Rural Police. The latter, together with Market inspectors and preceptors are the strongest Government propagators.

Newspapers:

107-100

The following are the principal newspapers published in Haiti

<u>Name of Publication</u>	<u>Kind of Publication</u>	<u>Where Published</u>
HAITI JOURNAL	Daily	Port au Prince
L'ACTION NATIONALE	Daily	Port au Prince
L'APPEL	Weekly	Port au Prince
L'EVEIL	Weekly	Port au Prince
L'OPINION	Tri-Weekly	Port au Prince
LA LIBRE TRIBUNE	Bi-Weekly	Port au Prince
LE BATAILLE	Weekly	Port au Prince
LE MATIN	Daily	Port au Prince
LE PAYS	Tri-Weekly	Port au Prince
LE NOUVELLISTE	Daily	Port au Prince
LE TEMPS	Weekly	Port au Prince

The HAITI JOURNAL was founded by Stenio Vicent and was used by him to back his campaign for the Senate and then the presidency. At this time the Haiti Journal can be considered, next to the Moniteur, as the official organ of the Government. Edited by Leon La Leau it is subventioned by the Government and its official news can be relied upon. It is an anti-occupation publication although not quite as strongly so as strongly as the Nouvelliste and Le Temps. As a Government paper it enjoys scoops on Presidential speeches, presidential activities, etc. The paper itself, printed in the offices which formerly housed La Presse, is easy to read and is well set up. Its back page always contains a full page ad for the Haitien Lottery and for the most part its news is confined to briefs known as "Nouvelles rapides." These briefs carry many very interesting items emanating from the entire Republic. It is what one could term a dignified paper above average in reliability as compared to other papers. It has for its motto "A great of information and for the defense of Haitien interests."

It is a four-page paper; six columns; linotype set up. It does not carry any foreign news service. It expresses the views of the Government. It is well supported by Government people.

L'ACTION NATIONALE was founded the latter part of 1931. It is one of many attempts of Julio Jean Pierre Audain to establish himself as a politician. He has tried L'Action, Reaction Nationale and various other publications. Under the Vincent Government he was confined for an adverse article and his paper suspended. A former associate of Pradel, Placide Davide et al Audain suddenly switched to the Government and accepted a subvention for his paper and a job for himself. He broke with Pradel openly. This is a four-page paper; six columns, linotype set up. Generally quotes some French stateman and gives his front page a headline. These quotations mostly always have to do with cooperation, stable Government etc. Although now a Government paper L'Action Nationale can be looked upon to do the unexpected. Audain would turn in a minute if he though opposition would be more lucrative. He likes to get into arguments with other newspapers so as to show his independence. He is a former associate of

Ernest Sabalat, leader of the Law students during the strike of 1929-1930. When Audain turned Vincentist Sabalat left him and is no longer writing, having been admitted as a *fonde de pouvoir*.

This paper is fairly reliable as far as Government news is concerned but is most unreliable in its accusations against the Brigade and American Treaty Departments. Less than ten percent of its accusations against Marines, Garde Officers and American civilians can be proved.

Subscription rates to this paper run $\$3.00$ for Port au Prince $\$4.00$ for the rest of Haiti and $\$5.00$ for foreign.

L'APPEL was founded in 1931 and was suspended in 1932. It was a Government subventioned publication which was one way of giving Maurice Liautaud, its editor, something to do. The paper itself has no influence, except perhaps to express the Government's views. It seldom, if ever, criticizes the Occupation. Maurice Liautaud does not bear a too savory reputation for honesty. It can be classed as fairly reliable but unimportant.

L'EVEIL was founded in 1930. It maintains a Governmental view for purely political reasons. It has an exceedingly small circulation and is a very uninteresting publication. It is published weekly in four pages of three columns each and the only advertising carries on it is the ad of the National Lottery which is the Government's manner of supporting it. Neither of its editors, V. Pierre-Noel or Marc Seide have ever been very strong politically. Both would support any government that would subvention them.

L'Eveil was suspended the latter part of 1932.

L'OPINION was started by Damasse Pierre Louis shortly after the fall of the Borno Government and is the organ of the Progressive National Party of which Borno was the founder. Damasse Pierre Louis served as a member of the Council of State under Borno and was a close confidant of the former president. This paper still supports Borno and very often compares the acts of the present Government with those of the Borno Government. These comparisons always end with the Borno Government coming out on top of the argument. Damasse Pierre Louis is very fair in his articles. He is against the Nationalists Party but gives them their dues when the occasion arises. This paper is hardly considered reliable except possibly in its accounts of the doings of members of the Progressive party, now practically inactive.

L'Opinion is a four-page, five column paper with over 2 1/2 columns devoted to advertising. It carries practically no information and its articles have very little weight on the situation.

It is published on Rue de Centre. Subscription rates are $\$2.00$ for Port au Prince; $\$2.50$ for the provinces and $\$.80$ for foreign, monthly.

Maurice V. Auguste is an associate editor.

This paper was suppressed by Presidential Decree dated 17 August, 1932.

LA LIBRE TRIBUNE was founded in 1931. During the first six months of publication this paper was subventioned by the Government at the rate of \$80.00 monthly. Following a series of attacks on Minister of Interior Rampy the Government withdrew its support from the paper and it is quite apparent that Castera Delienne, its editor, will in turn withdraw his paper's support from the Government.

La Libre Tribune is not expected to last long without the Government's subvention. It is a four-page, five column, clearly set-up publication carrying practically no news of interest. Delienne himself is well educated but very childish. For sometime he has been amusing himself by conducting a column headed "Billet to Major Howard." He is now on his 24th. These billets, or notes, cover anything that might have happened from 1804 to date.

Delienne is irresponsible, not to be trusted and, as a consequence, his paper is unreliable.

Delienne's actions in taking \$80.00 a month from the Government to run his newspaper and using the Government's money to attack members of its Cabinet give an idea of his type.

La Libre Tribune has practically no value.

This paper was suppressed by Presidential Decree dated 17 August, 1932.

LE BATAILLE was founded in 1932. Jean F. Eriere, its editor, a former teacher at Damien, has aspirations of being Haiti's poet laureate. He was one of the chief trouble makers during the Damien strike and to appease him temporary President Eugene Roy made him secretary to the Haitien Minister to France, at that time Dantes Bellegrade. When Constantin Mayard relieved Bellegrade Eriere returned to Haiti. Not wanting to return as a teacher he started his weekly paper which he calls Le Bataille. The paper itself has no influence and is supported only by Eriere's friends in the younger set. Eriere is a young man of 23 years, admittedly a clever poet but very egotistical. This paper is not expected to last.

One of Eriere's poems, an elogy of Charlemagne Peraulte and a distinct criticism of the American Occupation, was rewritten into a play and performed at the Cine Varietes. Another of his "famous" poems is in connection with the Massacre at Marche-a-terre."

This paper was suppressed by Presidential Decree dated 17 August, 1932.

LE MATIN was founded in 1906 and is edited by Clement Magloire. It is one of the leading dailies of Port au Prince and is noted for its conservative support of the incumbent government although it gave its strongest support to Borno who made its editor, Magloire, prefet of Port au Prince. Magloire is pro-American at heart. The paper itself is considered above the average in reliability. Le Matin seldom criticizes either the Occupation or the Treaty Departments connected with it. Once in a while it comes out with a mild anti-occupation argument which appears to be more for its circulation effect than anything else. It is a four-page, six column paper carrying a considerable amount of advertising. Its column "Our Eye" has been running for years and most of its contents are written by Magloire himself.

This paper is given to suppositions regarding events but tries to give the truth and is not adverse to correcting itself.

LE PAYS was founded in 1930 and is edited by Louis Gallard and Alphonse Larreur. It is one of the boldest papers in Haiti but edited by men who have sufficient intelligence to keep themselves out of trouble. Gallard is a fighter and carries his personal and political fights through his newspaper columns. Neither he nor Larreur will show any quarter and their sarcasm and open ridicule has stamped them, in the eyes of Haitians, as fearless journalists. Le Pays has, since it started, been partial to the American Occupation although not too openly. It very seldom criticizes American Treaty Departments but Gallard and Larreur would not fail to do so if they thought they had reason. This paper is responsible for starting numerous rumors regarding the departure of the Occupation and base the foundation of these rumors on 'information from one of our friends who is close to the officials in Washington.'

Even newspaper readers who do not agree with Le Pays ideas admire its outspokenness.

This paper is and has always been strong for Borno. It carries practically no local news, except criticism. Its news allegedly emanating from Washington is not reliable.

Le Pays is a hand set, four-page, five column publication. Its set up is far from clean and sometimes its print is hard to read. This paper was suppressed by Presidential Decree dated 17 August, 1932.

LE NOUVEILLISTE was founded in 1896 by Henri Chauvet, father of its present editor, Ernest C. Chauvet. The older Chauvet died about three years ago at the age of 75. This paper is strickly anti-occupation in its policy. It waged a bitter campaign against Louis Borno from 1922 to 1930 and its articles were largely responsible for the bitter feeling of the people against Borno. Chauvet's enmity towards Borno dates from the election of 1922 when Stephen Archer, father-in-law of Chauvet, was defeated by Borno after having the election seemingly won. Both Chauvet and Duvigneaud spent time in prison under the Borno regime for adverse articles. A former employee of the Garde d'Haiti, Chauvet has an excellent command of English and boasts innumerable friends among the Americans. When Eugene Roy was elected president Duvigneaud was made assistant-secretary of Agriculture and the paper turned governmental. It stayed governmental under the Vincent regime. Although claiming a number of friends among the Americans, Chauvet makes personal attacks upon American through the medium of his newspaper although seldom mentioning a specific name. These attacks ordinarily have some basic foundation as Chauvet knows, from his Garde experience that his articles will be thoroughly investigated. Such attack generally end "Can this be true? we will return on the subject." although he never does return to the subject. His criticisms carry considerable sarcasm.

Although practically a Government organ at this time the Nouveilliste is not subventioned.

Editor Chauvat stated May 2, 1932 that the paper would move from its present offices and, on May 16, 1932, start out with an eight-page paper using a linotype machine as against the present hand set type which is slow and inconvenient. The subscription rates will be upped from three gourdes to five gourdes per month. Le Nouvelliste is perhaps the most widely read of all Haitien newspapers. It is fairly reliable although prone to exaggerate small things. The newspaper will carry 500 words of Associated Press News daily. This service was purchased at the rate of \$125.00 per month.

The present paper holds to four pages of which two and sometimes two and one-half are devoted to advertising.

Co-editor and half owner Duvigneaud is Mayor of Port au Prince.

In previous years the Nouvelliste was always coupled with gossip that most of its money was made through people buying off the newspaper attacks. Campaigns were waged in the paper alleging certain atrocities committed by firms, mostly foreign, and when these attacks suddenly ceased gossip had it that the owners of the firms had bought off the attacks. Chauvet is credited with offering to back the Electric Light Company for a certain sum. While nothing has actually been proved these rumors tend to show what kind of a paper it is. Chauvet has, on the other hand, been known to tear up attacks on personal friends although these attacks were on Americans and would have made meaty reading. Duvigneaud is the steady plodding type, very well educated and very clever. Chauvet is hale fellow, well met but is in constant fear of going blind, an affliction which would put an end to his hobby of running a newspaper.

LE TEMPS was founded in 1929 and is edited by Charles Moravia. With a motto "A newspaper for those that think." Le Temps is published at 1524 Rue Eugene Bourjolly and its subscription rates are \$3.00 for local and \$4.00 for foreign per month. Le Temps confines itself to four pages and for years its front page has continued four columns of advertising and two columns of a long article. This article covers anything that might come into editor Moravia's mind. He has even covered activities in the French Chambers on his front page. At this time (May 6, 1932) he is waging a bitter campaign against the "atrocities" of the Electric Light Company.

A bitter personal enemy of Louis Borno, Moravia spent many months in the Nation Penitentiary for his adverse articles. His hatred for Borno knew no bounds and any scandal that he could find against the then incumbent President was printed without verification. Moravia was responsible for unearthing the famous document written by Borno's deceased father in which he admitted to being a Martiniquan married to a Haitien. This document was dated nine years after Louis Borno's birth and with it Moravia hoped to establish that Borno had no real right to the Presidency. Moravia spent all his money (money derived from a tour as Collector of Customs) sponsoring Constantin Mayard for President. Moravia spent a tour as Minister to Washington and was instrumental in drawing up the Haitian American agreement.

Moravia is now anti-occupation but insists he is not anti-American. He states that he had much to do with bringing the Occupation to Haiti but regrets his activity in this matter because the Occupation did not keep its word. Moravia is unreliable and at times appears to be slightly demented. Family troubles which resulted in a separation from his wife; political troubles which resulted in defeat for his candidate, Mayard, have so worked on him that his mind wanders. His paper cannot be considered reliable, however, Moravia has always been very glad to publish Garde notices and can always be counted upon to give them space if they are of interest to 'his people.' Moravia speaks excellent English and admits he cannot become President of Haiti because he is not born of Haitien parents. This fact coupled with Borno attaining the Presidency under what Moravia considered false pretenses, made him Borno's bitter enemy.

Denis St. Aude, Port de Paix, now president of the Senate is no longer actively connected with the paper.

REGARDING PORT AU PRINCE NEWSPAPERS:

Of the numerous newspapers under publication in Port au Prince ten years ago only three remain - LE NOUVELLISTE, LE MATIN and LE TEMPS. A large number of other papers have been published since that time and of these two are outstanding - Haiti-Journal and L'Action Nationale. Le Nouvelliste, which lays claim to being the oldest publication in Haiti, has the largest subscription and the biggest influence of any of the present publications. The Haiti-Journal exists today simply because it is the government paper having been founded by Stenio Vincent to back his own campaign which resulted in a seat in the Senate and later the Presidency. L'Action Nationale is the achievement of Julio Jean Pierre Audain who made a number of attempts to put himself in the limelight by publishing various papers before his present one. A month or two ago the L'Action Nationale was financially on the rocks but Audain was fortunate and received a government subvention for his paper and a political appointment for himself.

The existence of Le Nouvelliste, Le Matin and Le Temps is remarkable. Le Nouvelliste and Le Temps waged bitter campaigns against the Government of Louis Borno over a period of eight years (1922-1930) while Le Matin was strictly pro-Government for the same length of time. Now with a Nationalist Government the three continue to be the leading papers. Le Nouvelliste more or less Pro-Government and Le Matin and Le Temps conservatives.

The other newspapers in existence today are not unlike the now defunct publications of previous years. Most of them appeared in spring when political changes were scheduled due to elections and etc. The period just prior to any election always bring into print many newspapers whose existence depends solely on the results of the elections. Had Seymour Pradel been successful in the last Presidential elections the paper La Presse would still be on the market and most likely the Haiti-Journal would be out of existence. Politicians here are not prone to campaign with billboards and the like and prefer to start a newspaper to further their campaigns and, ordinarily, the

REGARDING PORT AU PRINCE NEWSPAPERS: (Continued)

paper goes out of existence when the election is over whether the sponsor is successful or not.

Prior to the 1930 elections it was estimated that 27 papers were being published in Port au Prince. This number has dropped to about a dozen (May 10, 1932). The papers scheduled to appear daily cannot always be counted upon to appear daily and quite often they will appear on, say a Wednesday with a date line covering Monday, Tuesday and Wednesday. Papers scheduled to appear twice weekly often appear only once during a week and date line their paper for two days. Le Courrier Haitien, the Jolibois owned paper, was the worse offender in this regard. At the present time it is a spasmodic publication appearing twice a month.

In the past three years two papers have unsuccessfully endeavored to exist as newspapers. The first publication to come out free from politics was the Haiti-Commercial. This paper covered a certain amount of foreign news, gave information regarding arrivals and departures of ships, kept up with the prevailing prices on commodities and gave foreign exchange rates. It made a wholehearted attempt to be a newspaper. It lasted perhaps three months and went out of business owing to lack of support.

When Rene T. Auguste and Edmond Mangones first printed the paper La Presse they also tried to cover the news field. They went so far as to purchase 500 words daily from the United States, a venture which cost \$250.00 monthly. The first few months of publication were remarkable for the lack of political news especially when it was a known fact that Auguste and the then incumbent president, Borno, were bitter enemies. However it was again found that papers were not wanted for their news value and La Presse, financially a loss practically from the start, soon fell into the hands of Pradel and became an anti Government publication. It remained anti-Government, under the direction of Placide David through the Vincent Government even to include a period when one of its owners, Auguste, was a member of the cabinet. La Presse did, for a while, support Eugene Roy but did not fail to embarrass the temporary president on occasions.

Unless well subventioned by the government the average newspaper lasts as long as it can criticize and knock the Government. Le Nouvelliste, more or less a power during the political events which precipitated the fall of the Borno government, is not as strong at this time and it would not be surprising to see it turn mildly anti-Government in the ensuing months.

Considering the percentage of reading persons it is remarkable how any of the papers exist. In certain cases, such as Le Nouvelliste, Le Matin and Le Temps, the existence can be laid to money derived from job printing. Haiti-Journal and L'Action Nationale are government subventioned publications. Le Pays is anti-Government but is widely read by members of the Progressive National Party (Bornoites) and they support it by having their printing done by La Pays printers. L'Opinion is in the same class as Le Pays. None of the other papers such as L'Appel, La Libre Tribune, Le Bataille, L'Eveil are expected to last long.

CHARACTERISTICS
100 Section

Individuals:

108-100

Section 108-100, has been treated as CONFIDENTIAL and is contained under separate cover. Copies may be obtained from Headquarters, U.S. Marine Corps, Washington, D.C.

Stenio Vincent President of the Republic.

Cabinet Members

Elie Lescot Secretary of State of the Interior and of
Justice.
Lucien Hibbert Secretary of State for Finance.
Edgard Fanfant Secretary of State for Public Works and for
Commerce.
Paul Salomon Secretary of State for Public Education,
Agriculture and Labor.

Legislative Corps - The Senate.

<u>Name</u>	<u>Constituency</u>
Senator Raphael Noel	North
Senator L. S. Zephyrin	North
Senator Price Mars	North
Senator Villedrouin Leconte	North
Senator Charles Elysee	Northwest
Senator Denis Saint-Aude	Northwest
Senator Leonce William	Northwest
Senator H. Paultre	Artibonite
Senator Justin Latortue	Artibonite
Senator Charles Fombrun	Artibonite
Senator Valincourt Pasquet	Artibonite
Senator Seymour Pradel	West
Senator Pierre Hudicourt	West
Senator Leon Nau	West
Senator David Jeannot	West
Senator A. V. Carre	West
Senator Antoine Telemaque	South
Senator Fouchard Martineau	South
Senator Normil Laurent	South
Senator Rameau Loubeau	South

Officials of the Senate

President of the Senate Senator Denis St. Aude
First Secretary of the Senate Senator H. Paultre
Second Secretary of the Senate Senator Justin Latortue

<u>The Chamber of Deputies</u>	<u>Constituency</u>
--------------------------------	---------------------

Deputy Nemours Vincent	1st circumscription, Port au P.
Deputy Alten Nelson	2nd circumscription, Port au Prince
Deputy Clement Lespinasse	3rd circumscription, Port au Prince
Deputy J. B. Megie	Jacmel

Deputy F. Laguerre	Bainet
Deputy F. Leroy	Saltrou
Deputy Leopold Thomas	1st circonscription, Cayes
Deputy E. Loubeau	2nd circonscription, Cayes
Deputy M. Moraille	Chardonnières
Deputy Justin Anglade	Aquin
Deputy Salnave Zamor	1st circonscription, Cape Haitien
Deputy Jean Belizaire	2nd circonscription, Cape Haitien
Deputy Edmond Garcia	Grande Riviere du Nord
Deputy Edgard Pierre Louis	Trou
Deputy Eugene Tassy	Fort Liberte
Deputy Stephan Leguerre	Limbe
Deputy Cassiani Jean	Plaisance
Deputy Theogene Jean Louis	Borgne
Deputy Alfred Williams	St. Louis du Nord
Deputy Tennyson Ligonde	Mole St. Nicolas
Deputy A. Beauvoir	Port de Paix
Deputy Yrech Chatelain	Gonaives
Deputy A. Telson	Gros Morne
Deputy Price Brizard	Marmelade
Deputy Leon Devot	Saint Marc
Deputy Dumarsais Estime	Verrettes
Deputy Sebastiani Adam	Petite Riviere de l'Artibonite
Deputy Lorrain Dehoux	Petit Goave
Deputy J. M. Bredy	Anse a Veau
Deputy N. Fourcand	1st circonscription, Jeremie
Deputy Louis D. Gilles	2nd circonscription, Jeremie
Deputy Ed. Piou	Dame Marie
Deputy M. Woolley	Hinche
Deputy Horelle Montas	Mirebalais
Deputy R. Denizard	Las Cahobas
Deputy Leonce Appollon	Valliere

Senate Committees:

Finances, Commerce, Public Works: Fouche Martineau, President; Leon Nau, Reporter; Seymour Pradel, Rameau Loubeau.

Interior, General Policies, Cadastral: Vilhardouin Leconte, President; Charles Elysee, Reporter; Dr. Latortue, Leonce William.

Justice, Foreign Relations and Cults: Pierre Hudicourt, President; Louis Zepherin, Reporter; Antoine Telamaque, Valencour Pasquet. 1932 - Oct.; Hudicourt resigned, successor not yet named.

Public Instruction, Agriculture, Work: Charles Fombrun, President; Hector Paultre, Reporter; Normil Laurent, Rapheal Noel, Dr. V. Carre.

Committees of Deputies:

Interior and Justice: Jh. Loubeau, President; Ed. Pierre Louis, Reporter; J. B. Megie, Alfred William, J. M. Bredy, Horelle Montas.

Finances: Nemours Vincent, President; Sebastian Adam, Reporter; Leopold Thomas, Leon Devot, Justin Anglade, Alten Nelson, Theogene Jn. Louis.

Cults and Foreign Relations: Yrech Chatelain, President; Dumarsais Estime, Reporter; L. Leroy; Eugene Tassy; R. Denizard; Noe Fourcand; S. Laguerre.

Public Works and Commerce: J. Belezair, President; Berrere Laguerre, Reporter; Tennyson Ligonde; Cassian Jean; Ed. Garcia; Remusat Denizard; Archimedes Beauvoir.

Public Instruction: Watson Telson, President; Ed. Piou, Reporter; M. Woolley, Etienne Morailles, Lorrain Dehoux, L. Appollon, Clement Lespinasse, Salnave Zamor.

Officials, Committees of Deputies:

President of the Chambers, Jh. Loubeau; First Secretary, Dumarsais Estime; Second Secretary, Salnave Zamor.

Employees of Chamber of Deputies: Secretary General, Leon P. Romain; Chief of Bureau, Justin Doucet; File Clerk, Louis Tony; Stenographers - Mlle. Graziella Poux, Mr. Bredy, Mlle. Buteau, Mr. Arthur Bastien, Mr. Desmaly Pierre, Mlle. Camille Thomas. Leon Ducasse, Special employee.

General Accounts: Yrech Chatelain, President; N. Fourcand, Reporter; Justin Anglade, Lorrain Dehoux, Jean Balizaire, Alten Nelson, Ed. Piou, Leopold Thomas, Leon Devot.

Budget: J. M. Bredy, President; Louis D. Gilles, Reporter; Horelle Montas, A. Beauvoir, Tennyson Ligonde, F. Laguerre, Eugene Tassy, Justin Anglade, Leopold Thomas, Alten Nelson, F. Leroy, S. Laguerre, M. Woolley, M. Moraille, Ed. Piou.

Revision of Rural Code: R. Denizard, President; Yrech Chatelain, Reporter; Leonce Appollon, M. Woolley, Clement Lespinasse, J. M. Bredy, Lorrain Dehoux, Eugene Tassy, F. Leroy.

Compagnie Electrique: Ed. Piou, President; Lorrain Dehoux, Reporter, Stephan Laguerre, N. Fourcand, Justin Anglade.

Alcohol and Tobacco: Leopold Thomas, President; Ed. Piou, Reporter; Alfred Williams, Clement Lespinnasse, Sebastiani Adam.

Dispossessions

Senator Leon Nau, Senator L. S. Zephyrin, Senator Normil Laurent, Senator David Jeannot, Deputy J. M. Bredy, Deputy Ed. Piou, Deputy D. Estime, Deputy F. Leroy, Deputy Jean Belizaire.

Special Committees, Senate

BUDGET: Antoine Telemaque, Villedrouin Leconte, Seymour Pradel, H. Paultre. GENERAL ACCOUNTS: Normil Laurent, President; Price Mars, David Jeannot.

From an administrative standpoint, Haiti is divided into 5 Departments, 27 Arrondissements, 104 Communes and 551 Rural Sections.

DEPARTMENT OF THE NORTH

<u>Arrondissements</u>	<u>Estimated Population</u>	<u>Communes</u>
Cape Haitien (Second Class)	95,000	Cape Haitien (Principal City) Milot, Plaine-du-Nord, Acul-du-Nord, Limonade, Quartier Morin.
Vallieres (Fourth Class)	60,000	Vallieres (Principal City)
Fort-Liberte (Fourth Class)	50,000	Cerca-La-Source, Carice Fort-Liberte (Principal City) Ouanaminthe, Perches Acul-Samedi, Mont-Organise
Grande Riviere du Nord (Third Class)	90,000	Grande Riviere du Nord (Principal City) Dondon, Saint Raphael, Ranquitte, Pignon, Bahon.
Trou (Fourth Class)	60,000	Trou (Principal City) Caracol, Saint Suzanne, Terrier Rouge.
BORNE (Fourth Class)	60,000	Borne (Principal City)
Plaisance (Fourth Class)	70,000	Anse-a-Feleur, Port Margo Plaisance (Principal City)
Limbe (Fourth Class)	40,000	Pilate. Limbe (Principal City)

DEPARTMENT OF THE NORTHWEST

Port de Paix (First Class)	150,000	Port de Paix (Principal City) St. Louis du Nord, Bassin Bleu, Baie-des-Moustiques, l'Azile, Moron.
Mole St. Nicolas (Second Class)	40,000	Mole St. Nicolas (Principal City) Jean-Rabel, Bombardopolis.

DEPARTMENT OF THE ANTIBONITE

Gonaives (Second Class)	125,000	Gonaives (Principal City) Gros-Morne, Ennery, Terre Neuve, Anse-Rouge.
Marmelade (Fourth Class)	65,000	Marmelade (Principal City) St. Michel de l'Attaleye
Saint Marc	85,000	St. Marc (Principal City) La Chapelle, Verrettes.

DEPARTMENT OF THE ARTIBONITE (CON'T.)

<u>Arrondissements</u>	<u>Estimated Population</u>	<u>Communes</u>
Dessalines (Fourth Class)	65,000	Pte. Riviere de l'Arti- bonite (Principal City) Dessalines, Grand Saline.
Hinche (Fourth Class)	50,000	Hinche (Principal City) Maissade.

DEPARTMENT OF THE WEST

Port au Prince (First Class)	325,000	Port au Prince (Principal City) Petionville, Croix- des-Bouquets, Arcahaie, Thomazeau, Canthier, La Gonave.
Leogane	150,000	Leogane (Principal City) Petit-Goave, Grand Goave.
Jacmel (Second Class)	180,000	Jacmel (Principal City) Cotes-de-Fer, Marigot, Bainet.
Mirebalais (Fourth Class)	80,000	Mirebalais (Principal City) Grand Bois, Savan- ette, Ferrier.
Las Cahobas (Fourth Class)	40,000	Las Cahobas (Principal City) Belladere.
Saltrou	25,000	Saltrou (Principal City) Grand Gosier, Anse a Pitre

DEPARTMENT OF THE SOUTH

Cayes (Second Class)	150,000	Cayes (Principal City) Torbeck, Port-Salut, St. Jean du Sud.
Grand Anse (Second Class)	120,000	Jeremie (Principal City) Corail, Abricots, Roseaux Pestel.
Nippes (Third Class)	150,000	Anse-a-Veau (Principal City) Miragoane, Petit- Trou-de-Nippes, Petite Riviere, Baraderes.
Aquin (Third Class)	80,000	Aquin (Principal City) St Louis du Sud, Cavaillon.
Tiburon (Fourth Class)	30,000	Anse-d'Hainault (Principa City) Tiburon, Dame-Marie Quartier-des-Irois, Ca- houane.
Coteaux (Fourth Class)	50,000	Coteaux (Principal City) Chardonneres, Port-a- Piment, Cayes-Jacmel, Roche-a-Bateau.

Dioceses, with their respective populations as furnished by the church authorities, are as follows:

	<u>Population</u>
Archdiocese of Port au Prince	942,700
Diocese of Cape Haitien	453,000
Diocese of Aux Cayes	628,000
Diocese of Gonaives	475,000
Diocese of Port de Paix	153,490

These divisions cover the division of the church for religious and scholastic instruction, and function directly under the Archbishop of Haiti, located in Port au Prince.

There are 37 secular priests in the Diocese of Cape Haitien, 40 in the Diocese of Aux Cayes, 24 in the Diocese of Gonaives, 20 in the Diocese of Port de Paix, and 35 in the Archdiocese of Port au Prince, or a total of 156 for the entire republic.

CONSULAR AGENTS:

110

United States:

110-100

Mr. Norman Armour, American Minister to Haiti, Port au Prince.
Mr. Joseph McGurk, 1st Secretary, American Legation, Port au Prince.
Mr. Donald R. Heath, 2nd Secretary, American Legation, Port au Prince.
Mr. Gerald Drew, 3rd Secretary, American Legation, Port au Prince.

Mr. Robert V. Jarvis, American Consul, Port au Prince.
Mr. Merritt H. Cootes, Vice Consul, Port au Prince.
Mr. Bolard More, Vice Consul, Port au Prince.

Mr. Corey F. Wood, Vice Consul for the United States at Cape Haitien.

Mr. F. Maurrasse, Consular Agent for the United States at Port de Paix.

Mr. J. William Woel, Consular Agent for the United States, Gonaives.

Mr. G. Vigoreux, Consular Agent for the United States, at Jeremie.

Other Countries:

110-200

The following reside in Port au Prince.

Mr. Joseph Fietta, Pope's Apostilic nuncio.
Mr. A. Taffi, Secretary of the Pope's Apostillic nuncio.
Mr. Ferdinand Wiet, French Minister to Haiti.
Mr. Pierre de Francqueville, Secretary, French Legation.
Mr. Andre Bianco, Commercial Secretary, French Legation.
Mr. Moises Garcia Mella, Dominican Minister to Haiti.
Mr. Annibal de Moya, Secretary, Dominican Legation.
Mr. Francis H. Sheppard, British Charge d'Affaires.
Mr. Edmund D. Watt, Chancellor, British Legation.
Mr. Alfredo de Matteis, Charge d'Affaires, Italy.
Mr. Wolfgang Zu Putlitz, Charge d'Affaires, a.i., Germany.
Dr. Luis V. Lpez, Charge d'Affaires, Germany.
Mr. Raoul Gaetjens, Chancellor, German Legation.
Mr. Alphonse Haynes, Consul for Peru.
Mr. Emile Rouzier, Consul for Paraguay.
Mr. Jules Phippe, Consul for Panama.
Mr. V. Comrau Montasse, Consul for Monaco.
Mr. G. de Lespinasse, Consul for Bolivia.
Mr. Leif Froen, Consul for Norway.
Mr. L. Guerin, Consul for Portugal.
Mr. Maurice Cheriez, Consul for Sweden.
Mr. Louis Lajat, Consul for Czechoslovakia.
Mr. Nicolas Ronde, Consul for Yugoslavia.
Mr. Franck J. Martin, Consul for Venezuela.
Mr. Lucien E. Castelain, Consul for Greece.
Mr. Erik Madsen, Vice Consul for Denmark.
Mr. R. d'Adesky, Vice Consul for Belgium.
Mr. Alfred H. Cooke, Vice Consul for Spain.
Mr. Charles Cheriez, Vice Consul for Sweden.
Mr. Robert Stark, Consul for Holland.
Mr. Eugene La Bosse, Vice Consul for Argentine.

Haiti is divided essentially into two great classes, the elite or educated class, and the peon, or uneducated class. The first class are well educated and cultured. Many of these people have been educated in Europe or the United States. Their traditions are European. They speak foreign languages, and the American will usually find that they are able to talk English to him far better than he is able to converse in French with them. They are gentlemanly and respond to courteous treatment. They are proud, and, like gentlemen, resent condescension and overbearing manners. The drawing room of the elite in Haiti is very similar to the drawing room of a like social standing in France. Rural Haiti is very much like native Africa. The mass of the populace is illiterate and is governed and led exclusively by the aristocrat. The people of rural Haiti are ignorant and superstitious, and live very uncouth lives. They are the laboring class of the republic, and carry the burden of the nation. The educated Haitian does not like to work, nor has he ever learned the dignity thereof. The only courses left to the educated Haitian for earning a livelihood are politics or the professions. Within the working class there exists a further division, the medium class, or "white shirt brigade", usually clerks, storekeepers, etc., and the laboring class. The lower class of the laborers and servants are further divided among themselves. Servants or laborers employed would quit their jobs rather than perform some task which they consider would lower their standing in life. Bearing all this in mind, the American is at first amazed, but, by application, he soon learns these various stratas of the Haitian people, and how to handle them according to their standing in life. At first sight, no color line seems to exist in Haiti, but close observation reveals it. The blackest man of the republic may aspire to the highest position, and if he has enough force of character, he may attain it. Though the country has boasted of the expulsion of the white man, and the elimination of the white color from their flag, the color line still exists. The local saying is, "the black man with money, mulatto; mulatto with money, white man; white man always white man". The lowest strata of servant is usually darker than the master. The master is usually a mulatto, and the higher you go in social circles, the lighter the color of the elite becomes. Since the revolution, Haiti has essentially been governed by the mulatto, and there is strong political and racial feeling between the two classes, especially between an educated black and an educated mulatto, both using their influence and money to bind the working class to their following.

Social Conditions, Con't.

Vital Statistics:

202-800

Vital statistics prior to the Occupation and the functioning of the Public Health Service in Haiti are of no value. This is due to the fact that there was practically no medical attention or supervision given to the people of the rural districts, and not a great amount given to those in the cities. The Public Health Service, as now functioning, is conducting an educational campaign along those lines, and the data which they are obtaining from their medical representatives and the civil registrars (Etat Civil) are becoming of more importance and much more accurate. The Public Health Department complains that there is still a lack in the reporting of communicable diseases, births, deaths and marriages in the far rural sections. Their statistics for the cities and towns have been fairly accurate and have been of great value from a health standpoint, showing the need and the result of their preventative application. The Department of Public Health complains of the lack of important measures for the proper collection of vital statistics. Their reports, by the members of the Public Health Service, have been good, but, as they are limited in number and their principal mission is to solve problems in sanitation and treat the sick, they can hardly be expected to collect, compile and forward all vital facts of the republic. The latter is one of the duties required by law of the officers of the Etat Civil. These officers are in close contact with the people, especially in the smaller sections and could therefore, without undue effort, submit figures which would more truly reflect local environment and mental conditions. There is a decidedly insufficient number of these officials, and the majority show a decided lack of cooperation. A registration tax is imposed, which most of the people are unable to pay, and further there is no existing means of enforcing the law. Births are undoubtedly reported with greater fidelity than deaths, probably because this documentary evidence submitted by a certificate may be of value later on in life. The death rate for the whole republic as shown by the vital statistics collected, was 5.52 per thousand for the year of 1929-30. This is undoubtedly too low and should be about five times greater. The corresponding rate for the city of Port au Prince, which was 19.1 per thousand, is believed to be fairly accurate, due to the more efficient functioning of the Public Health Service and the Etat Civil within the city.

Immigration Restrictions, passport requirements: Each person entering Haiti must, upon going ashore or crossing the frontier, present evidence of his identity. Show his means of living and the object of his visit or sojourn in Haiti. Prove that he possesses at least thirty dollars in cash. There are officers of the Garde stationed at frontier entry posts and in seaports charged with enforcing laws on passport requirements. Exempt from complying with the above requirements are: Diplomats and consular officers and their families; Bearers of diplomatic passports; Foreign

Social Conditions, Con't.

Man Power:

202-900

With a population of approximately 2,250,000, the man power of Haiti is estimated at about 50,000.

N O T E:

Section 202-400, Foreign Population, is continued on next sheet, and Section 202-800, Vital Statistics, follows Section 202-400 on the sheet next to Section 202-400.

officials and civil employees serving in Haiti under the 1915 Treaty between the United States and Haiti; Foreigners holding contracts granted by the government of Haiti or managing establishments in Haiti; Tourists visiting Haiti, according to certified lists delivered by the ship to the emigration officer; Foreigners possessing passports visaed by Haitian Consuls; Foreigners entering under special diplomatic agreements exempting them on condition of reciprocity from all passport obligations, provided they possess a card or certificate, properly visaed by competent Haitian consular agencies.

Exemptions: Under provisions of a Modus Vivendi between Haiti and Santo Domingo, all Dominicans entering Haiti by the frontier must have in their possession a certificate of identity issued by the authorities of their place of residence, which must be visaed by a Haitian Consul. By an agreement between the Haitian Government and the Governments of Germany and the Netherlands, all citizens of those countries, who are not emigrants, and who are provided with a passport, need not have the visa of a Haitian Consul to enter Haiti. American citizens arriving in Haiti directly from the United States of America, from Canada, the Bermudas, the Bahamas, St-Pierre, Miquelon, Mexico, Cuba and the Dominican Republic, need not have a passport but must have an authenticated paper showing their identity and nationality.

Languages, national:

203-100

French is the language of the upper class and the official language, however the actual language of the country is Creole, which is spoken by every Haitian, whereas only a small minority speak good French, and the elite comprise this minority. Creole is usually universally used in the home and by families among themselves. Creole is made up of a few hundred French, and a few dozen other words from English, Spanish and African, all with an African type of construction. At first Creole is as hard for the Frenchman as the American to understand. It is not a particularly difficult language to master, but it varies a great deal in different sections. Even natives of Haiti cannot readily understand natives of sections remote from their own. For example, the Haitian of the southern peninsula has great difficulty in understanding and making himself understood by a Haitian from the North or Central Border section, or vice versa. Creole can be written, but its transcription is very difficult in view of the fact that it is not a written language and the spelling of the words vary with the individual and his pronunciation. French is taught in the schools and as education develops, Creole will gradually be supplanted by it.

Languages, foreign:

203-200

English is spoken by a number of the population, especially

Primary Instruction: Rural and primary schools, primary parochial schools, and a private system of primary schools are the educational system of Haiti.

Rural and primary schools, primary parochial schools, and private primary schools.

The instruction of the young Haitien boy or girl of the lower classes is immediately retarded and handicapped by the fact that it is necessary to teach this youngster to speak French, as his spoken language is Creole, of which there is no written text. French being the national official language is taught in all schools, but an excellent scholar of French would have difficulty in making himself understood in the rural districts. The curriculum of these primary schools are designed, and about follows, in general, our like primary schools in the United States.

Secondary Instruction: After finishing his primary instruction, the youngster passes to the secondary instruction. Secondary instruction is given by government, parochial and private schools. Their curriculum follows, in general, our Junior High Schools, and High Schools.

Superior Instruction: The next step, called superior instruction, consists of the respective classical and professional colleges, some of which are government, others denominational, all of which will be classified.

Farm Schools: We also have within the rural sections, farm schools which correspond to our rural farm schools in the United States. In these schools the elementary subjects, and the elementary arts of farming are taught in addition to professional training in manual arts.

Normal Schools: There are also the national normal schools, from which the supply of teachers and instructors is supposed to be derived for the republic. The Secretary of Education, in all his reports, deplors the lack of sufficient teachers and instructors, due mainly, he thinks, to the poor pay provided, and the adverse conditions under which they have to work, such poor housing facilities and lack of equipment. The government is at present planning to improve their normal schools, and is endeavoring to increase the pay of the more efficient teachers.

The present rate of pay for a primary teacher of the rural sections, parochial or government, will vary from twenty to fifty gourdes (\$4.00 to \$10.00) a month. The scale of pay of the secondary teacher is slightly higher, as is also the pay of the technically trained instructors in the rural farm schools. Their pay may vary from fifty to one hundred and twenty-five gourdes (\$10.00 to \$25.00) a month. As one can see, with such meager pay there is no wonder,

even in Haiti, that the government is unable to procure adequate and efficient teachers. The more efficient higher instruction is given by the Congregational schools conducted by the Brothers, under the direct supervision of the respective parish in which these schools may be located, and aided by a subsidy of the government.

Congregational Schools: There is in Port au Prince, two classical schools under congregational supervision. One is the "Seminary College of St. Martial", directed by the "Holy Ghost Fathers," and the other the "College of St. Louis de Gonzague," directed by the "Brothers of Christian Instruction." There are about 750 students in each of these schools, with each a faculty composed of about 25 priests or brothers. The course consists of a general classical course, specializing mainly in languages such as Latin, Greek, French, English and Spanish; mathematics, chemistry and physics; six years of literature and one of philosophy; commercial training is also part of the curriculum.

The curriculum of these schools, in this classical course, is supposed to be equivalent to a like course in France, but is actually far below the French standard.

State Schools: The government maintains in addition a higher course of instruction than the secondary schools, which is called the Lycee, or State schools. There are also several private classical schools which endeavor to give like instruction, but do so very poorly.

Girl's Schools: There are several girls' schools conducted by the Sisters, which give elementary and High School instruction, corresponding more or less to our parochial schools and convents in the United States.

Tuition Fees: Tuition fees are required in all the schools enumerated above with the exception of the Lycee or State Schools. The rate of tuition is from seven and a half gourdes to ten gourdes, (\$1.50 to \$2.00) per month for the lower grades, and from fifteen gourdes to twenty-five gourdes (\$3.00 to \$5.00) per month for the higher grades.

After graduating from the classical schools, the majority enter the professional schools, with about a percentage of 70 per cent to law, 20 per cent to medicine, and the remaining few to engineering school, etc.

Professional Schools:

The government maintains professional schools in medicine, law and engineering.

Medical School: The medical school is considered very good, in comparison with any other Latin-American medical college, and it is from this medical college that most of the young doctors for the sanitary service and the Garde d'Haiti are derived. Some of the more fortunate, who have sufficient means, continue their studies in the United States, France or Belgium.

College of Law: The standard of the college of law varies greatly with the administration, due to the politics involved in the appointment of its instructors. The course is not of high calibre, and it is very easy for the average young student to get his diploma in law.

Engineering School: The engineering school is operated by the government and most of its instructors are derived from the engineers of the Public Works Department. It would be classed in the United States as a mediocre engineering school. This, of course, is due to lack of capable instructors, and proper equipment. Civil engineering is the main course given, although some endeavor is now being made to organize a combination mechanical and electrical engineering course.

Mid-Time Schools: In order to aid the poor in complying with the compulsory law of education, there has been established in the various communes of the republic many mid-time schools. A mid-time school, (as its name indicates) gives instruction to the poor children one hour in the morning and one hour at night. Only the most elementary subjects are taught. There has also been established special night mid-time classes in which adults are given elementary instruction in reading, writing, etc.

Haitian laws relative to the compulsory attendance of children at schools, make primary instruction obligatory for children of the two sexes between seven and fourteen years of age.

This education may be imparted in public schools, private schools, or in families.

The law with relation to education is but laxly enforced, particularly in the rural sections.

Percentage of Illiterates: It is estimated that 90% of the population of the Republic of Haiti are illiterates.

Colleges and Universities: The following list show the geographical distribution of all educational institutions in Haiti:

Port au Prince and Vicinity:

NUMBER	CLASS	AVERAGE ATTENDANCE
65	National city schools	8,378
76	National rural schools	2,185
13	Private rural schools	614
18	Congregational schools	350
47	Private city schools	5,020
219		16,936

LIBRARIES OF HAITI

The Republic of Haiti does not maintain a National Library. In the larger cities of Haiti where there is a Brothers College, can be found a small school library used practically exclusively by the students. These libraries are also available to individuals for reference, but the books are not allowed to be removed from the library.

There are some excellent private libraries owned by such prominent men of the Republic as Seymour Pradel, Abel and George Leger and others.

PUBLIC LIBRARIES IN PORT AU PRINCE-...

(1) Library of Book Loving People of Lyceum "PETION."

Founded:	1922
Conducted by:	A committee
Number of books:	4,000
Kind of books:	Theater, poetry, literature, history, geography, romance, story, magazine, Haitien books.
Language:	Spanish, English, German, Italian and French.
Opening Hours	From 3:00 to 6:00 P.M.
Opening days:	Monday, Wednesday, Friday.
Situation:	Exclusively public library.
Program:	Books to rent and Study room.
Renting:	One gourde (\$1.00) a fortnight and per book.
Security:	Five gourdes (\$5.00) in case of loss.
Study Room:	Public.
Subsidy:	None.

(2) Library of The Haitian Red Cross.

Founded:	1932
Conducted by:	A committee.
Number of books:	400
Kind of books:	Various text books and etc., for study of languages.
Situation:	Public.
Program:	Books may be used in study room provided.
Subsidy:	None.

LIBRARIES OF HAITI - CONTINUED

SCHOOL LIBRARIES-... (PORT AU PRINCE)

- (1) Library of the Small Seminary "ST MARTIAL COLLEDGE"

Kind of books: School books exclusively.

- (2) Library of Brother School "ST LOUIS DE GONZAGUE"

Kind of books: School books exclusively.

COMMERCIAL LIBRARIES-...(PORT AU PRINCE)

- (1) Library of Bible Society and Religious Books.

Founded: 1885
Conducted by: A committee.
Number of books: 3,000
Kind of books: Treat on religion and philosophy,
religious songs.
Language: French.
Opening days: Every day from 4:00 to 7:00 PM., Sun-
days and Holidays excepted.
Subscription: One gourde (¢1.00) per month.
Security: Five gourdes (¢5.00).
Study Room: Public.
Subsidy: None.
Situation: Commercial.

- (2) Library Durocher.

Founded: 1928.
Conducted by: Mrs. Durocher.
Number of books: 800
Kind of books: Literature, classical romance.
Renting: ¢0.15 a fortnight and per book.
Security: Two gourdes (¢2.00).
Opening days: Every day.
Study room: None.
Subsidy: None.

- (3) Library "LA LISEUSE" (The Reader).

Founded: 1922.
Conducted by: Mrs. Casseus.
Number of books: 530.
Subscription: One gourde per month.
Renting: ¢0.25 per book.
Study room: none.
Language: French.

Social Conditions, Con't.

Colleges and Universities: Con't.

205-400

Leogane and Vicinity:

NUMBER	CLASS	AVERAGE ATTENDANCE
10	National city schools	1,710
11	National rural schools	391
11	Communal schools	380
9	Congragtional Schools	495
3	Private city schools	185
<u>44</u>		<u>3,161</u>

Jacmel and Vicinity:

20	National City schools	1,763
10	National rural schools	633
11	Private rural schools	1,328
8	Communal schools	455
13	Congragational schools	1,178
24	Private schools	848
<u>86</u>		<u>6,205</u>

Mirebalais and Vicinity:

9	National city schools	756
21	National rural schools	1,074
10	Communal schools	378
9	Congregational schools	490
2	Private schools	62
<u>51</u>		<u>2,760</u>

Gonaives and Vicinity:

14	National city schools	2,695
11	National rural schools	610
7	Communal schools	654
23	Congregational schools	1,074
8	Private schools	331
<u>63</u>		<u>5,364</u>

Dessalines and Vicinity:

5	National city schools	901
14	National rural schools	786
1	Communal school	70
1	Private school	80
<u>21</u>		<u>1,837</u>

Social Conditions, Con't.

Colleges and Universities: Con't.

205-400

Saint Marc and Vicinity:

NUMBER	CLASS	AVERAGE ATTENDANCE
11	National city schools	1,730
9	National rural schools	488
2	Private rural schools	107
2	Communal schools	140
4	Congregational schools	235
4	Private city schools	276
<u>32</u>		<u>2,976</u>

Hinche and Vicinity:

3	National city schools	212
13	National rural schools	748
4	Communal schools	198
2	Private congregational schools	185
1	Private city school	24
<u>23</u>		<u>1,367</u>

St. Michel and Vicinity:

4	National city school	379
1	National rural school	40
12	Communal schools	453
5	Private congregational schools	358
2	Private city schools	84
<u>24</u>		<u>1,314</u>

Cape Haitian and Vicinity:

23	National City schools	4,303
15	National rural schools	1,041
3	Communal schools	150
6	Private congregational schools	448
22	Private city schools	1,065
<u>69</u>		<u>7,007</u>

Grande Riviere and Vicinity:

9	National city schools	1,804
21	National rural schools	1,854
9	Private rural schools	772
5	Communal schools	287
3	Congregational schools (2 private)	260
5	Private city schools	419
<u>52</u>		<u>5,396</u>

Limbe-Plaisance and Vicinity:

NUMBER	CLASS	AVERAGE ATTENDANCE
7	National city schools	809
29	National rural schools	1,421
1	Private congregational school	137
2	Private city schools	93
<u>39</u>		<u>2,460</u>

Fort Liberte and Vicinity:

11	National city schools	1,288
11	National rural schools	411
2	Communal schools	77
2	Private city schools	52
<u>26</u>		<u>1,828</u>

Trou and Vicinity:

4	National city schools	466
10	National rural schools	599
3	Communal schools	132
1	Private congregational school	230
2	Private city schools	139
<u>20</u>		<u>1,568</u>

Vallieres and Vicinity:

2	National city schools	154
7	National rural schools	635
4	Private rural schools	339
1	Communal school	137
1	Private congregational school	60
<u>15</u>		<u>1,225</u>

Borgne and Vicinity:

6	National city schools	537
21	National rural schools	492
2	Private congregational schools	241
<u>29</u>		<u>1,270</u>

Port de Paix and Vicinity:

11	National city schools	1,798
12	National rural schools	369
8	Communal schools	306
5	Private congregational schools	456
1	Private city school	73
<u>37</u>		<u>3,502</u>

Mole Saint-Nicolas and Vicinity:

10	National city schools	651
17	National rural schools	887
1	Communal school	25
<u>28</u>		<u>1,563</u>

Cayes and Vicinity:

14	National city schools	2,140
16	National rural schools	1,481
17	Congregational schools	1,035
12	Private city schools	715
<u>58</u>		<u>5,371</u>

Coteaux and Vicinity:

5	National city schools	584
18	National rural schools	1,384
4	Congregational schools	168
12	Private schools	414
<u>39</u>		<u>2,550</u>

Nippes and Vicinity:

12	National city schools	1,365
13	National rural schools	1,025
7	Congregational schools	370
2	Private city schools	140
<u>39</u>		<u>2,900</u>

d'Aquin and Vicinity:

7	National city schools	770
11	National rural schools	1,010
1	Communal school	55
3	Private city schools	142
4	Congregational schools	296
<u>26</u>		<u>2,268</u>

Jeremie and Vicinity:

18	National city schools	2,793
9	National rural schools	717
5	Communal schools	363
12	Congregational schools	834
10	Private city schools	295
<u>54</u>		<u>5,002</u>

NUMBER

CLASS

AVERAGE ATTENDANCE

Tiburon and Vicinity:

NUMBER	CLASS	AVERAGE ATTENDANCE
7	National city schools	648
7	National rural schools	324
2	Congregational schools	129
2	Private city schools	137
<u>18</u>		<u>1,238</u>

R E C A P I T U L A T I O N

287	National city schools	41,276
167	Private city schools	11,280
383	National rural schools	22,399
39	Private rural schools	3,364
132	National congregational schools	6,862
25	Private congregational schools	2,315
96	Communal schools	4,859
<u>1,129</u>		<u>92,355</u>

STATISTICS OF NATIONAL CITY PRIMARY SCHOOLS:

	BOYS	GIRLS	MID-TIME
Non-religious schools	103	112	23
Religious schools	<u>15</u>	<u>34</u>	
TOTAL	<u>118</u>	<u>146</u>	<u>23</u>

Personnel of Religious Schools:

	<u>With title</u>	<u>Without title</u>
Male instructors	67	208
Female instructors	<u>164</u>	<u>288</u>
	<u>231</u>	<u>496</u>

Personnel of Congregational Schools:

Sisters of Charity	138
Brothers of Christian Instruction	72
Religious Instructors (male)	64
Religious Instructors (female)	46

R E C A P I T U L A T I O N

Total number of city schools	287
Total number of instructors	1,047

LIST OF GRADUATES FOR THE SCHOOL YEAR 1931CERTIFICATES OF PRIMARY SUBJECTS

	<u>BOYS</u>			<u>GIRLS</u>		
	July	Oct.	Total	July	Oct.	Total
Port au Prince	61	3	64	159	14	173
Cape Haitian	42	2	44	14	5	19
Gonaives	23	15	38	12	16	28
Petion-Ville	9		9	5		5
Port de Paix	6	10	16	7	2	9
Grande Riviere	5		5	7		7
Leogane	6		6	1		1
Coteaux	3		3	4		4
Jacmel		2	2		4	
Limbe	5		5	7		7
Petit Goave	7		7	9		9
TOTAL	167	32	199	225	41	266

SPECIAL EXAMINATIONS AND PROFESSIONS

Normal Schools	6
Elie Dubois School	18
J.B. Damier School	5
School of Engineers	12
Doctor of Medicine	10
Mid-Wife	4
Certificate of the First Degree	1
Pharmacists	2
Stenography	7
Typists	12
Accountability	20
Licensed in Law	
Port au Prince	40
Cape Haitian	2
TOTAL	139

Social Conditions, Con't.

Housing:

206-100

In the cities the houses range from the crudest hovels to fine villas and residences which often have very attractive grounds. In the country the cabins are of two types. The more common is a framework interwoven with splints and plastered with mud, with a roof of palm leaves. More substantial structures are made of split palm boards obtaining the acme of style when they have a metal (G.I. slabs) roof. This type is only possessed by the fortunate. The floors are usually of dirt, though the more fortunate may have wood. The doors are of wood as are the windows. Glass is unknown, except in the cities, where it is rare, lattice shutters generally taking its place. In the lower class house there is practically no furniture, and beds are seldom seen. The grounds are usually kept clean around the house, and even the poorest try to have flowers or a garden. The cooking is usually done with pots over stones, with a thatched roof covering. Ovens are not unknown, but are rare. Brush is used for fuel in the country, and charcoal in the towns and cities. Streams are generally depended upon for the water supply. Cisterns and wells are very rare. It is often necessary to carry water great distances, especially in the dry season. There are no latrines, except in the towns, which may have open privies. In the houses of the elite class, you will find excellent furniture, water, and the occupants living upon such a scale as their social positions require. These homes compare favorably with those of similar types in Europe.

Sanitation:

206-200

There was practically no sanitation throughout the entire country of Haiti prior to the American Occupation, and the establishment of the National Public Health Service was difficult. The Public Health Service, by hard work, since its inauguration has developed Haiti into a sanitary and healthy country. In the country districts, like in all tropical native populations, sanitation of any kind was unknown. In the hills, medical attention, except by native herb doctors and voodoo leaders, was unobtainable. This held true also for the masses in the urban centers. Syphilis, yaws, malaria and intestinal parasites were universal, while small pox was a frequent and devastating visitor. Since 1915 the following progress has been made: The construction of storm sewers and deep pit type of latrines was instituted. Septic tanks were specified for the larger homes and institutions. Water sources were tested, cleaned out and covered. Chlorination was accomplished by automatic chlorinators in Port au Prince. Chlorinators were installed in Aux Cayes, Petit Goave and Jacmel, but were never placed in operation. With the exception of Port au Prince, all water should be sterilized for drinking purposes. Markets and abbatoirs were put and maintained in sanitary condition. From the time the Occupation took over the control of the country, it exercised control over fly

and mosquito breeding conditions. The vaccination of all prisoners and all children attending school is compulsory. A great many of the rural population have been vaccinated against small pox. As funds became available, new hospitals were built in the larger cities and dispensaries and clinics established in the rural communities. The administration of arsenicals for Yaws and Syphilis was also instituted. In 1917 the National Public Health Service was organized and from this time the medical and sanitary conditions showed rapid progress. Except for smallpox, of which there has been no epidemic since 1920; the types of disease remain the same, although the cases have been greatly reduced in numbers. Due to the lack of nutrition and native housing conditions, tuberculosis is prevalent and has a high mortality. The following list of diseases are the ones most frequently encountered: Malaria, Yaws, Syphilis, Tuberculosis, Tetanus, Dysentery, Typhoid, Meningitis and various intestinal parasites. A good thing to remember is that no matter what seems to be wrong with a sick native, a few doses of Neo-Arsphenamine and Quinine will greatly improve his condition. The hospitals in the republic with their bed capacity and location are as follows:

<u>TOWN</u>	<u>NORMAL</u>	<u>MAXIMUM</u>
Port au Prince	306	500
Cape Haitien	246	350
Port de Paix	41	44
Gonaives	76	132
Saint Marc	63	80
Hinche	80	100
Petit Goave	45	49
Jeremie	60	76
Jacmel	74	74
Aux Cayes	84	99
Total	<u>1075</u>	<u>1504</u>

All of the above hospitals are furnished with modern operating rooms and equipment, and the hospitals at Port au Prince, Cape Haitien and Jacmel are equipped with X-Ray. For more detailed information, "Parson's History of Haitian Medicine" is highly recommended. The Public Health Service has established a mosquito control within all the towns of the republic where they have sanitary officers. This mosquito control has been very effective, and by frequent inspection and application of oil, and the use of Paris Green, at mosquito breeding places, the percentage of malaria has been greatly reduced. Many species of mosquitoes have been found and identified by the sanitary inspectors in their work. Statistics show that the admission rate for malaria for the years 1924-1931 is as follows:

Social Conditions, Con't.

Sanitation

206-200

Year	Gardes Admis- sions	Gardes Annual Rate Per 1000	1st.Brig. USMC., Annual Rate Per 1000	Prison- ers Ad- mis- sions	Annual Rate Per 1000
1924	519	206.1	----	244	104.4
1925	450	179.	----	220	150.1
1926	375	147.	126.3	144	89.
1927	367	145.7	33.4	239	104.4
1928	352	140.8	137.9	234	104.9
1929	278	108.9	90.9	263	89.1
1930	252	93.8	42.6	195	75.2
1931	332	118.6	10.5	255	88.

Epidemics:

206-300

The following infectious diseases are found throughout the country and at times become epidemic: Tuberculosis, Typhoid, Small pox, Venereal Diseases, Malaria, Dysentery, Hookworm.

Climate:

206-400

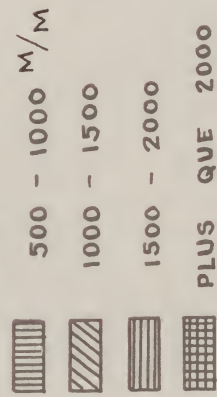
Haiti has a climate rarely excelled in the tropics. It is remarkable in its uniformity and freedom from humidity. Tourists will find, in the winter months, weather rivalling that of Nassau or Havana. The hottest month in Port au Prince, July, has a mean temperature of 84 degrees, while the coldest, January, registers 75 degrees mean temperature. In a period of more than 30 years, the hottest recorded was 100.2 degrees, and the coldest 60.8 degrees. Night temperatures are usually 10 degrees cooler than those of the day. There are marked variations between the temperatures of the dry winter months, October 15 to March 15, and those of the summer months when the rainy season is on. A distinct absence of humidity greatly relieves the oppressiveness experienced with high humidity and temperature that is characteristic of most tropical lands. From the standpoint of health in relation to climate, with particular reference to the five winter months, a more salubrious climate would be hard to find. With respect to the rainy season, it might be noted that in Port au Prince, for example, rains rarely begin before sunset and therefore offer no obstacle to riding, bathing, golf, tennis or sailing. In but few sections of the island do rains begin until late afternoon, while morning rains are very rare.

Hurricanes or high winds that range above 20 miles per hour are practically unknown in Haiti, except for a small stretch on the Caribbean side of the southern peninsula, and there only in certain months. In the capitol city, the winds set in from the hills in the

REPUBLIQUE D'HAITI

EMPLACEMENT DES STATIONS
UDOMETRIQUES ET VARIATION
DES PLUVIES ANNUELLES. D'OCT.
À SEPT. 1931.

LEGENDE



morning, changing 180 degrees shortly afternoon, coming then from the sea, and with the exception of one or two hours after sunset the breezes are constant and refreshing. In other sections of the country, notably in the north, the inhabitants enjoy constant trade winds from the sea. This absence of hurricanes and gales has benefitted Haiti economically, for crops such as bananas are not seriously damaged, and shipping enjoys a striking immunity in Haitien waters.

The mean annual rainfall throughout the republic is shown on map. Except for the higher altitudes of which no records are available, Mirebalais has the greatest mean annual rainfall, 90 inches (2280 millimeters), whereas Mole Saint Nicholas with only 19 inches (489 millimeters) is the lowest. The factors affecting the seasonal distribution of rainfall in the Republic of Haiti are best ~~be~~ shown on map which shows graphically the mean annual distribution of rainfall of twelve well distributed stations from records that extend over long periods of years. Although two well defined rainy seasons, one in the Spring and the other in the Fall, seem to be the rule in Haiti, yet, due to the influence of the northeast trade winds, all the land on the northern slope of the mountain range, Massif du Nord, has only one rainy season from October through December. The moisture laden clouds carried across the Atlantic by these northeast trade winds which blow during the winter months, deposit the greater part of the moisture on the northern slopes of the Massif du Nord and by the time they cross over the Montagnes Noires nearly all the moisture has been precipitated; this accounts for the aridity of the Artibonite and Cul de Sac plains.

Mirebalais and the central plain have rainy months of July and August found nowhere else in the Republic, influenced by the intersection of several valleys, the paths of local thunder storms. The daily range of temperature throughout the republic is about 10 degrees Centigrade. The mean daily range, in degrees centigrade, between the maximum and minimum temperature at Port au Prince by months based on records from 1888 to 1910, is as follows:

January	10.7	May	9.8	September	10.3
February	11.3	June	10.5	October	9.6
March	11.1	July	11.4	November	9.5
April	10.6	August	11.3	December	10.1

The minimum daily temperature occurs from the hour of 5AM to 6AM and the maximum from noon to 1PM. January and February are the coldest months, while July and August are the hottest ones. The summer nights are cool enough to permit refreshing sleep at altitudes over 300 feet.

Precipitation: The amount of precipitation varies greatly both with the seasons and at different localities. For the local irregularities the surface features are mainly responsible. Within the Republic there are graduations from very humid to semi-arid. Rainfall data are at present being collected at 74 stations, 27 of which are maintained by the Seminary, 4 by the Service Technique de l'Agriculture, 3 by private plantations, 4 by the Garde d'Haiti, and 36 by the Direction Generale des Travaux Publics. The Table gives the mean monthly rainfall in millimeters for these stations. See Map.

Religion:

207-100

The relations between the Roman Catholic Church and the Government of Haiti since 1860 are governed by a concordat. Two additional conventions entered into respectively in 1861 and 1862 and a statute referred to as the "Loi des Fabriques" provide for the carrying out of its terms. There is no confusion of civil with ecclesiastical authority; there is no union of church and state, as the term is generally understood. The Government of Haiti, believing that the church and religion are essential to the well-being of the Haitien people, agrees to cooperate with the clergy and makes provision to subsidize the church; and the church undertakes to establish parishes and missions throughout Haiti and to establish, in the words of the concordat, "those orders and institutions which are approved by the Catholic Church", including schools, hospitals, asylums, orphanages, etc.

The clergy which came to Haiti in 1864, consisting of an Archbishop, a band of 40 Priests, and a small group of Brothers and Sisters, found religion in a lamentable condition; everything still had to be done. With but one exception, every church building in Haiti has been constructed since 1860. Now, at the beginning of 1930, the organization of the church is as follows: There is one Archdiocese and four dioceses corresponding to the five departments which constitute the political subdivisions of Haiti. These dioceses with their respective populations as furnished by the church authorities are as follows: Archdiocese of Port au Prince, population 942,700; Diocese of Haitien 453,000; Diocese of Aux Cayes 628,000; Diocese of Gonaives 475,000; Diocese of Port de Paix 153,490. These population statistics are based on the statistics of births covering more than 50 years and are probably the most accurate estimate available. At the head of each diocese there is either an Archbishop or a bishop. There are in all 205 Priests in Haiti; of these 156 are secular Priests engaged in active mission work, and in charge of parishes. All parishes in the diocese of Port de Paix and two in Port au Prince are in charge of regular clergy. The others are doing educational work or are engaged in other social services connected with the dioceses. Eight of the Priests are Haitians.

There are 105 Brothers of Christian Instruction (83 French, 10 French-Canadian, 9 Spanish and 3 Haitian). There are three congregations of Sisters as follows: St-Joseph de Cluny, with 146 sisters; Les Filles de la Sagasse, with 198 sisters; Les Filles de Marie, with 22 sisters. The Priests and especially the Brothers and Sisters, have devoted themselves, with such inadequate resources as they have had, not only to the spreading of religion, but to the founding of schools, parish churches and mission chapels. The Brothers at present conduct seventeen schools for boys in the larger centers and rural districts and the Sisters have an even greater number of schools for girls, and primary schools for both boys and girls. By a law of 1913 the Priests were authorized to establish rural schools usually referred to as "presbyteral schools." The Filles de Marie are especially devoted to vocational and industrial education and to the preparation of teachers for the presbyteral schools. The church institutions in Haiti are as follows: 112 parishes, usually one in each commune and several in the larger centers; 465 mission chapels; 153 presbyteral schools, with 10,623 pupils. These schools are all taught by lay teachers, generally women who receive a salary of about \$6.00 United States currency per month. They are the foundation of the educational system of Haiti and deserve more generous support. 17 Brothers' Schools with 6,731 students; the instructors are about half brothers and half laymen and receive salaries from the Government, averaging considerably less than \$40.00 per month. The Brother Superintendent, who is responsible for the supervision of these schools, receives a monthly salary of \$100.00. 4 colleges with a total attendance of about 2,500, 36 Sisters' Schools, 1 girls' industrial school conducted by the Belgian Sisters and under the Service Technique of the Department of Agriculture.

The Haitian subsidizes a seminary in France for the special training of missionaries for Haiti. At Port au Prince there is a seminary for the training of Haitian Priests.

Religion, Sects:

207-200

While the Roman Catholic Church is the National Church there are a number of Protestant congregations throughout the Republic, but in numbers they are weak, and the ministers are largely missionaries from either the United States or Europe. The three principal Protestant denominations are the Episcopalians, Baptists and Seventh Day Adventists.

F I N A N C E
(300 Section)

National Money (Currency)

301-100

The standard coin of Haiti is the Gourde. The value in United States currency is twenty cents, gold standard, maintained by the National Bank of Haiti which is a subsidiary of the National City Bank of New York. Paper money is issued by the National Bank of Haiti in denominations of one, two, five, ten, twenty, fifty, and one hundred gourde notes. These notes are printed by the American Bank Note Company of the United States. Nickel coins are issued in the value of five, ten twenty and fifty centime pieces. There is still some of the old copper money in circulation, which has more value as bullion than purchasing power. The bank maintains a reserve of U. S. currency on deposit to cover its issue of Haitian money.

General (Banking System):

302-100

The principal financial institution is the National Bank of the Republic of Haiti, owned by the National City Bank of New York. This bank has the exclusive right to issue paper money in Haiti, and to act as the treasury of the Haitian Government as well as the authorization to perform all ordinary banking operations. For its services to the Haitian Government the bank receives 1% of the funds received, being guaranteed a minimum commission of \$60,000.00 and a maximum commission of \$100,000.00 for this service. It is estimated that this bank, which has branches in all principal Haitian towns, does about 80% of all banking in the republic. The only other bank is the Port au Prince branch of the Royal Bank of Canada. This institution has no other branch, at the present time, in Haiti.

Taxes: (Revenue):

303-100

Receipts from import and export duties in 1930-31 constituted 80.54% of the total revenues of the Republic of Haiti. There was a sharp decline in the Customs receipts of the year 1930-31, which totalled only ₡25,562,783.98 in comparison with ₡30,839,074.75 for the year 1929-30. Revenues were collected for the year 1930-1931, as follows:

Total Customs Receipts, export & Import ...	₡25,562,783.98
Miscellaneous Receipts	1,023,385.07
Internal Revenue Receipts	5,160,413.33
Total revenue collection, all sources	<u>₡31,746,582.38,</u>

as compared with ₡38,648,163.39; a decline of 17.86% or ₡6,901,581.01 for the year 1929-30.

Finance..

Taxes (revenues), Con't.

303-100

Miscellaneous receipts of the Treasury are derived from revenue received on investments and on deposits to the Government. This income varies in accordance with the amount invested or deposited and the rates of interest paid. Miscellaneous receipt for 1930-31 amounted to $\text{¢}1,023,385.07$ as compared with $\text{¢}1,188,924.60$ in 1929-30, a decline of 13.92%.

Expenditures: The total expenditures for the year 1930-31 was $\text{¢}36,190,070.45$, an excess of the revenue of $\text{¢}4,443,488.07$. This excess would have been far greater except for an Executive Order reducing the budget and economies effected by the various departments. The excess in expenditures over the yearly receipts was drawn from the Treasury surplus.

Credits:

304-100

A summary of the statement of assets and liabilities for the Republic of Haiti as of 30 September 1931, the end of the fiscal year, is as follows:

<u>Assets</u>	<u>Liabilities</u>
Current Assets $\text{¢}10,626,086.09$	Current Liabilities $\text{¢} 3,794,607.04$
Investments 9,844,222.65	Reserves 4,168,637.69
Other Assets 3,955,827.49	Surplus 16,462,841.50

Public Debt: The public debt for the year 1931 was reduced by $\text{¢}8,647,481.30$, leaving a gross public debt on 30 September 1931, of $\text{¢}78,357,576.10$. Since the establishment of the office of Financial Adviser and General Receiver, all payments of interest and amortization on the three outstanding loans have been met promptly.

Budget (Army):

(1931-32)

305-100

Personnel	$\text{¢}3,283,646.16$
Medical Service	201,935.76
Maintenance and Operation	882,465.00
Maison Militaire of the President of the Republic	44,419.92
Band of the Garde, at Port au Prince	91,927.44
Police Rurale	330,600.00
Prisons	563,997.60
Coast Guard	144,240.12
Ecole Militaire	25,008.00
Total	$\text{¢}5,568,240.00$

Finance:
Budgets, Con't,

Navy:

305-200

None.

Other Military Expenditures:

305-300

None.

All other non-Military Expenditures:

305-400

Bureau of Foreign Relations	¢ 534,637.50
Department of Finances	2,736,307.00
Department of Commerce	316,677.00
Department of Interior (less Garde d'Haiti)	4,304,639.88
Department of Public Works	4,023,446.42
Department of Justice	1,249,365.75
School of Arts and Trades	569,185.00
Department of Public Instruction	1,829,995.05
Department of Religion	419,016.00
Department of Agriculture	1,618,029.87

National Debt:

306-100

Public debt, 30 September, 1931:-

Series "A"	¢56,712,940.95
Series "B"	8,697,405.33
Series "C"	9,324,729.82
Fiduciary Currency	3,622,500.00
Total	¢78,357,576.10

Foreign Debt:

306-200

The foreign debt and public debt are the same, as the above bonds represent money borrowed to liquidate the total foreign indebtedness, under one grand public debt.

Debts, individual:

307-100

Foreign investments by Haitian nationals are negligible.

Foreign Investments, National:

307-200

The Government has no investments abroad. A part of its Treasury surplus is kept on deposit at the National City Bank, in New York.

Concessions:

307-300

The following concerns have concessions from the Haitian Government: The Electric Light Company of the cities of Port au

Finance, Con't.

307-300

Prince and Cape Haitien (Compagnie d'Eclairage Electricque des Villes de Port au Prince et de Cap Haitien); Electric Light Company of Gonaives; Electric Light Company of Jacmel; Electric Light Company of Jeremie; Haytian Pineapple Company, Cape Haitien; Haytian American Corporation (Sisal), Fort Liberte; National Railroad of Haiti (Compagnie Nationale des Chemins de Fer d'Haiti); Compagnie Minere de Terre Neuve, Terre Neuve; All America Cable Company; R.C.A. Communications, Inc.; Banque Nationale de la Republique d'Haiti.

Haitien Corporation of America: Compagnie Haitienne du Wharf; Haytian American Sugar Company; P.C.S. Railroad (Compagnie Chemins de Fer du Cul de Sac); Port au Prince Tramway System.

Loans, foreign:

308-100

None.

Wealth, Estimate of National:

309-100

It is extremely difficult to arrive at an estimate of Haiti's national wealth. Some years ago the American Financial Adviser to Haiti tentatively estimated the national wealth at \$120,000,000 and its annual income at \$50,000,000. This would make the average wealth per capita in Haiti about \$48.00 and its per capita income \$20.00 per annum. For purposes of comparison it may be noted that the average per capita wealth of the United States was officially estimated at \$2,918.00 in 1922.

INDUSTRIAL
(400 Section)

Agriculture:

401-100

Agriculture is the predominant industry, the yield and price of coffee, the leading crop, being the chief factor in local business. Other principal crops are cotton, sugar, cacao and tobacco, with sisal and pineapples rapidly gaining prominence. Practically the only exports are hides and skins, lignum-vitae, honey and logwood. Although agriculture is the leading industry, it is practiced under primitive conditions. To date only about 2% of the agricultural exports of Haiti are produced on plantations. The balance comes from the tiny peasant holdings. The chief products, coffee and cotton, are semi-wild crops.

Although the country is extremely densely populated, not all of the area suitable for agricultural purposes is cultivated due to divers factors, such as lack of cheap transportation to the export centers, the fear of the peasants in certain sections to plant their entire holdings because of the prevalence of theft, lack of irrigation and drainage in certain sections, ignorance and slothfulness of the peasants, etc.

Practically all the plantation ventures which are now operating in Haiti have been established since the American Occupation in 1915. The leading plantations are the Haytian American Sugar Co., about 25,000 acres (leased and owned) of sugar cane; six sisal plantations of which the largest has a present acreage of 10,000 and the other five about 1,000 acres each (Note: in 1932 only the largest plantation was operating due to unprofitable prices); the pineapple plantation and cannery near Cape Haitien (around 1,000 acres under cultivation at the present time).

A few plantations are scientifically farmed. As stated, the peasant holdings are not only cultivated in an inefficient manner but the practice of hillside farming without terracing, of clearing fields by burning and the fact of the progressive deforestation of the country has caused great damages in erosion and loss of the exposed soil. Agricultural experts have warned that unless something is done to check these practices Haiti will face the danger in the not distant future of steadily diminishing agricultural production. In recent decades the production of the chief crop, coffee, has been about stationary. There has been an increase in the output of cotton, sugar cane and the new crops of sisal and pineapples. Exports of cacao have steadily diminished, not due to lessened production, it is believed, but due to the competition of the cheaper African product. Exports, it is estimated, are about only one-third in quantity that they were in French colonial times.

Efforts are being made by the Haitien Government to promote the cultivation of long staple cotton, bananas and other export

crops for which undeniable possibilities exist, but it is too soon to state whether these projects will be realized. Intensive scientific farming and the development of irrigation could, it is believed, double Haiti's farm output but the task of educating the peasantry is a most difficult one.

Fisheries:

401-200

There is no great present development of the fishing trade in Haiti. The present catch is small and insufficient for local consumption.

Mining:

401-300

Haiti is very poor in minerals. There has been only one mining venture, and it has only desultory exploitation in the last thirty years. At present it is not operating. This is the copper mine at Terre Neuve and it is understood that only in period of high prices for copper could this mine be exploited profitably.

Manufacturing:

401-400

Haiti has little industrial development. At present manufacturing is confined to sugar, alcohol, rum, and molasses; cigarettes, cigars and smoking tobacco; vegetable lard compound and lard substitute, cottonseed cake (fertilizer), salad oil, and soap; ice and soft drinks; fruit canning (pineapples), and the decortication of sisal; bricks and tile. Clothing, furniture, shoes, and hats are made chiefly by hand. The only manufacturing plant with a large output today is the single sugar central. Due to the economic backwardness and the poverty of the country, there is believed to be little likelihood of any important industrial development occurring in the near future.

Shipbuilding:

401-500

There is no shipbuilding, except the small fishing and sail boats.

Cattle Raising:

401-600

In 1929 there were approximately 80,000 cattle, 220,000 swine, 8,000 sheep, 240,000 goats, 125,000 horses, and 265,000 mules and burros (chiefly the latter). There has been no census or official estimate made since 1929 of cattle, swine, sheep, goats, horses, mules and asses, but it is thought that there has been a slight decrease in the number of the above mentioned animals. Some opportunities for cattle raising are offered on the central plain of Hinche, but at the present time Haiti continues to import fair quantities of

Agriculture, Con't.

Cattle raising, Con't.

401-600

live stock for slaughter from the neighboring Dominican Republic.

Occupations of People:

401-700

About 90% of the Haitien people are peasants. Another 5%, it is estimated, are servants, laborers and manual workers in the towns. In general, the remaining 5%, constitute the Haitien Elite, who do not engage in commercial pursuits but are occupied in the professions and the government. The favorite profession is that of law. It is estimated that there are only 150 properly trained physicians in the country, and over one-half of this number are employed in the Haitien Public Health Service. Although many of the leading families claim large tracts of land, only a handful of them actually cultivate plantations.

Chemical:

401-800

There isn't any manufacture of chemical products, unless alcohol be considered in this classification. The one important raw product of this nature is logwood (dyewood) used in the manufacture of black dye.

Aircraft:

401-900

There are no aircraft manufactured in Haiti.

Industrial Centers, Location:

402-100

What little industry existant in Haiti is largely centered in Port au Prince.

RESOURCES 403

Coal:

403-100

There are no known coal deposits in Haiti. Woodring's "Geology of the Republic of Haiti" states (pages 480-487) that there are several extensive deposits of utilizable lignite. These deposits are not exploited at the present time (1932) nor is there any likelihood of such development occurring in the near future.

Food:

403-200

Although the possibilities exist for Haiti to be more or less selfsufficient from the standpoint of foodstuffs, it is very doubtful, as has been previously pointed out, that Haitien agricultural production can be increased to this point in the near future. At present (1932) Haiti is obliged to import considerable quantities of foodstuffs, of which flour and meat products are the chief items.

Resources, Con't.

Forests:

403-300

In spite of the great and still continuing deforestation of the country there still exists wooded areas of pine and hard woods. Unfortunately, these areas are practically inaccessible due to their mountainous location and the absence of roads. Mahogany, *ignum-vitae* and other hard woods are cut and utilized to some extent, chiefly in furniture making, but practically all of the lumber used is imported.

Gasoline:

403-400

While there are some evidences that Haiti might have oil deposits no such deposits have been found to date. Three principal oil companies operating in Haiti maintain stocks of petroleum at Bizoton, some three miles from Port au Prince.

Other Minerals:

403-500

None.

Oil:

403-600

All oil used in Haiti is imported.

Water:

403-700

The larger cities have excellent water supplies, while in the smaller towns and villages, and in the rural sections the water supply is almost invariably taken from streams. In a few cases there are springs. However, the water supply is normally sufficient, but due to surface and other pollution, all water should be boiled prior to being used for drinking purposes.

Measures:

404-100

The metric system of measures is official. Several unofficial measures are, however, still in use:

Volume: 1 liter is equal to 0.2641 gallons or 2.183 pints. 1 gallon is equal to 3.785 liters.

Length: 1 meter is equal to 1.09 yards or 3.28 feet or 39.3 inches. 1 Kilometer equals 0.62137 miles. 1 Foot equals 0.304 meters. 1 mile equals 1.609 kilometers.

Unofficial measures: 1 Aune equals 45 inches. 1 Marmite equals the contents of a five pound butter or lard can. 1 Carre equals about 3-1/4 acres.

Shipyards:

405-100

405-200

There are no shipyards in Haiti.

Present Economic Situation:

406

The present economic situation here, as in practically all other countries, is one of extreme depression. The principal cause of this depression in Haiti is the fact of the fall in the price of coffee as a result of Brazilian overproduction. Haiti is a one-crop country, the yield and price of coffee being the dominant factor in the business situation. In addition to the poor prices received for coffee, this crop has been under average for the past two years. While possibilities of agricultural development exists in Haiti, there is no project under serious consideration at this time which would importantly increase the yield of its agriculture. There is no possibility, it is believed, of any industrial development of importance occurring in the near future and apparently no possibility of mining development.

COMMERCE
(500 Section)

Exports:

501-100/700

The exports for the Republic of Haiti for the year 1930-31, are as follows:

Bananas	¢	3,166.00
Beeswax		1,655.00
Cacao		513,433.00
Cashew Nuts		30,584.00
Castor Beans		12,986.00
Coffee	33,434,881.00	
Corn		3,277.00
Cotton, raw	4,254,476.00	
Cottonseed		127,033.00
Cottonseed cake		501,370.00
Cowhides		11,489.00
Goatskins		871,133.00
Honey		130,729.00
Lignum Vitae		28,316.00
Logwood	1,923,381.00	
Molasses		170,572.00
Pineapple, canned		414,154.00
Pineapple, fresh		59.00
Sisal		460,906.00
Sugar, raw	1,546,586.00	
Sugar, refined		187,811.00
Turtle Shells		53,488.00
All other exports		135,608.00
Total	¢44,817,093.00	

Imports:

502-100/700

The total imports for the Republic of Haiti for the year 1930-31, are as follows:

Agricultural implements	¢	415,053.00
Books and other printed matter		340,663.00
Cement		341,496.00
Chemical and pharmaceutical products .		895,213.00
Cotton, and manufactures of, other than textiles	2,077,511.00	
Fibers, vegetable and manufactures of, other than cotton and textiles		830,264.00
Foodstuffs:		
Fish		1,824,151.00
Wheat Flour		6,644,975.00
Meats		846,361.00
Rice		1,002,059.00
All others		3,957,682.00

Imports, Con't.

502-100/700

Household utensils: crockery, porcelin, glassware, cutlery and kitchen utensils, of aluminum, iron and steel	630,580.00
Iron, steel, and manufactures of, other than above specified	1,633,207.00
Leather	196,670.00
Liquors and beverages	641,220.00
Lumber	734,937.00
Motor Vehicles:	
Automobiles, passenger	984,715.00
Trucks	242,160.00
Oils, mineral:	
Gasoline	1,647,984.00
Kerosine	1,018,812.00
All other	624,677.00
Shoes	587,620.00
Silk and manufactures of, except textiles	147,222.00
Soap	2,277,808.00
Textiles, cotton	8,568,855.00
All other textiles	421,612.00
Tobacco	86,895.00
Wool, hair and manufactures of, other than textiles	164,458.00
All other	8,096,731.00
Total	647,881,591.00

Shipping, Domestic:

503-100

Lloyd's Register lists the following vessel of 100 tons and above gross tonnage under the Haitian Flag: Name of vessel - ALBER-TROSS; class - Motor Ship; service - Coastwise (frt); built - 1928; gross tonnage - 125; owners - Bonnefils Bros.

There are about 300 coastwise schooners operating under the Haitian flag varying from five to sixty gross tons. These vessels touch at Port au Prince, Saint Marc, Gonaives, Port de Paix, Cape Haitian, Petit Goave, Miragoane, Jeremie, Jacmel, Fort Liberte, Aux Cayes and Aquin.

Shipping, foreign:

503-200

Columbian Line (American): Runs a weekly service from New York, to Port au Prince, Colombian ports, the Canal Zone and Jamaica. It operates four vessels on this run, under the American flag as follows:

<u>NAME</u>	<u>SERVICE</u>	<u>BUILT</u>	<u>GROSS TONNAGE</u>	<u>NET TONNAGE</u>
BARACOA	Freight	1919	2599	1610
BOGOTA	Freight	1919	2627	1622
MARTINIQUE	Pass. & Frt.	1920	2559	1586
BOLIVAR	Freight	1919	2606	1612

In addition to these vessels, at the end of the year 1932, this company expects to have two new vessels in commission on this run having a gross tonnage of 6,000 tons, carrying mail, freight and passengers; these vessels to have a speed of 16 knots.

The Panama Railroad Steamship Company (American), running from New York to Port au Prince and the Canal Zone, carrying freight and passengers, has four vessels on this run, two passenger ships and two freighters, the passenger ships arriving every other Sunday from New York City, and departing the same day for the Canal Zone, and arriving every other Wednesday from the Canal Zone and departing the same day for new York; the freighters carrying on irregular schedules between times. The ships of this company are under the American flag as follows:

<u>NAME</u>	<u>SERVICE</u>	<u>BUILT</u>	<u>GROSS TONNAGE</u>	<u>NET TONNAGE</u>
CRISTOBAL	Pass. & Frt.	1902	9604	7062
BUENAVENTURE	Freight	1919	2609	1610
ANCON	Pass. & Frt.	1902	9640	7531
GUAYQUIL	Freight	1919	2592	1613

The Horn Line operates three vessels direct from Europe, via San Juan, P.R., on a schedule of every other week alternating with the Hamburg-American Line, these ships touch at Port au Prince, Santo Domingo City, Kingston, Jamaica and at Port au Prince, on return:

WALDTROUT HORN	Freight	1926	3163	1856
CLAUS HORN	Freight	----	----	1842
FRIDA HORN	Freight	1925	3184	1902

The Cuban Line (Cuba), maintains a monthly service with three vessels from Cuban Ports to Port au Prince:

PRESIDENTE MACHADO	Frt.&Pass.	----	----	----
SANTIAGO DE CUBA	Frt.&Pass.	1908	1685	1005
GUANTANAMO	Frt.&Pass.	----	----	----

The Compagnie Generale Transatlantique (French), operates the following vessels with one call at Haitian Ports every three weeks from France and European ports direct, carrying mail, passengers and freight:

Commerce, Con't.

<u>NAME</u>	<u>SERVICE</u>	<u>BUILT</u>	<u>GROSS TONS</u>	<u>NET TONS</u>
CARTIMARE	Frt. & Pass.	1920	3748	2354
CARBET	Freight	1920	3689	2326
CARAIBE	Freight	1906	2976	1838
CANTAL	Freight	1916	3113	1984

The Royal Netherlands Steamship Company (Netherlands), operates 12 vessels on a run from Amsterdam, Rotterdam, New York, Santiago de Cuba, Kingston, Port au Prince and Porto Rico, as follows:

VAN RESELLAER	Pass. & Frt.	1920	4191	2523
ORANJE NASSAU	Pass. & Frt.	1911	3701	2174
MEDEA	Freight	1916	1311	735
NICKERIE	Pass. & Frt.	1907	2498	1523
FLORA	Freight	1921	1417	824
STUYVESANT	Pass. & Frt.	1913	4202	2552
COTTICA	Pass. & Frt.	1927	3800	2163
ASTREA	Pass. & Frt.	1921	1406	827
LUNA	Freight	1922	1415	830
BACCHUS	Freight	1911	2255	1401
CALYPSO	Freight	1911	2258	1415
AMOR	Freight	1911	2325	1443

The Hamburg-American Line (German), operates four vessels every two weeks, alternating with the Horn Line, from European Ports, touching at San Juan, Porto Rico, Kingston, Jamaica, Santo Domingo, and the larger Haitian ports.

LIVADIA	Freight	1922	3083	1818
KYPHISSIA	Freight	1923	3034	1736
ADALIA	Freight	1921	3214	1886
FEODOSIA	Freight	1922	3252	1899

The Lykes Brothers Steamship Line (American) operates four vessels from the Gulf ports of the United States (New Orleans, Galveston, Port Arthur and Houston), and touch at Port au Prince, Puerto Rico, Santo Domingo:

MARGARET LYKES	Pass. & Frt.	1919	3537	2200
GENEVIEVE LYKES	Freight	1919	2689	1667
STELLA LYKES	Freight	1919	2609	1610
RUTH	Freight	1919	2637	1619

The Aluminum Line (American) operates four or five chartered vessels on the run from Gulf ports of the United States (Mobile, New Orleans and Tampa) maintaining a weekly service to Port au Prince and touching at Santo Domingo and San Juan, Puerto Rico. This is a chartered line, and the names of the ships are not available. The type of ships used is similar to those used by the Colombian Line.

Commerce, Con't.

503-200

The Royal Mail Steam Packet Company (British) maintains a six weekly service to Port au Prince, of five vessels, touching at Kingston, Haiti, Santo Domingo, San Juan and ports of Great Britain:

<u>NAME</u>	<u>SERVICE</u>	<u>BUILT</u>	<u>GROSS TONS</u>	<u>NET TONS</u>
CULEBRA	Freight	1919	3044	1834
ARANA	Freight	1919	2504	1457
GABOON	Freight	1915	3297	2005
BALBOA	Fr't.(Reserve)	----	----	----
PHYLLIS SEED	Freight	1924	2177	1299

Commerce, Con't.

AVIATION, COMMERCIAL

505

Companies:

505-100

The Pan American Airways System, American owned, is the only commercial airline operating to or in the Republic of Haiti.

Routes:

505-200

The PAA operates ships on the following routes and schedules:

East and southbound:

Planes leave Miami, Florida, on Tuesdays and Thursdays at about 8:30 a.m., and call at Huevoitas, Cuba, arriving in Port au Prince at about 5:00 p.m., the same day. They lay overnight at Port au Prince, and, at 6:30 a.m., the following mornings, viz; - Wednesdays and Fridays, depart for San Juan, Porto Rico, calling at San Pedro de Macoris, D.R., enroute. The ships departing for the south on Friday mornings continue on to Para (Belem), Brazil, where connections are made for Rio de Janiero and Buenos Aires.

Planes leave Miami on Sunday for Kingston, Jamaica, spending the night there and leaving Monday morning at 7:00 a.m., arriving in Port au Prince at about 10:30 a.m., departing shortly thereafter for Santo Domingo City, San Pedro de Macoris and San Juan.

Planes leave Kingston, Jamaica, each Tuesday morning for Santiago, Cuba, and Port au Prince, carrying only passengers (no mail) and arrive at Port au Prince at about 5:00 p.m., the same day, and remain in Port au Prince, until Thursday morning.

West and northbound:

Planes leave San Juan, Porto Rica, each Monday morning, and arrive at Port au Prince at about 12:45 p.m., making stops at San Pedro de Macoris, and Santo Domingo City enroute. This plane leaves Port au Prince at 1:15 p.m. for Kingston, Jamaica.

Planes leave San Juan, Porto Rico, each Thursday and Saturday morning, and after stopping at San Pedro de Macoris, arrive in Port au Prince at about 9:00 a.m., and depart immediately for Miami, Florida, calling at Huevoitas, Cuba, enroute, arriving at Miami at 4:30pm.

The plane that arrives from Kingston on Tuesdays, remains in Port au Prince until 10:30 a.m., Thursdays at which time it returns to Santiago, Cuba, and Kingston, Jamaica, carrying only passengers.

On 11 October, 1932, a plane of the American Clipper type will make an initial flight from Miami, stopping in Huevoitas, and remaining overnight at Port au Prince, and continue on the following day to San Pedro de Macoris, D.R., and San Juan, Porto Rico. This ship will make regular weekly trips after that date, between Miami and San Juan.

Commerce, Con't.

AVIATION, COMMERCIAL - CONTINUED

505

Class of Service:

505-300

All planes carry passengers, mail and freight, except where special mention is made of the fact that passengers only are carried.

Planes convertible to military use:

505-400

With the institution of the weekly flights of the planes of the American Clipper type, (11 October, 1932), the planes of the PAA System will be of three types, viz. -

(1) The Commodore type seaplane, having a gross weight of 17,600 pounds, and a net weight of 10,600 pounds. This type plane is a monoplane, twin-engined seaplane, with a passenger capacity of 16 passengers. The gas capacity is 640 gallons, the cruising speed 100 mph., and the cruising radius is 9 hours. Each plane of this type carries a crew of four - two pilots, one radio operator and a steward, and could readily be transformed into military transport planes.

(2) The American Clipper type is a four motored, monoplane, seaplane with a passenger carrying capacity of forty-four. Other information on this type of plane is not available.

(3) The Sikorsky Amphibian. This type of plane is used on the Jamaica-Cuba-Port au Prince schedules. A twin-motored, monoplane, amphibian. Further information not available.

Commercial flyers:

505-500

The PAA Company employs nine (9) pilots on this line, and 100% of these are ex-service men.

Communications:

505-600

Each of the planes is equipped with a high frequency radio transmitter and receiver; and while in the air are in constant communication with the high frequency stations with which each landing port of the company is equipped.

Commerce, Con't.

Distribution:

506-100

West Coast: Gonaives, Saint Marc, Port au Prince, Petit Goave, Miragoane, and Jeremie, are all shipping ports on the West Coast at which Customs Houses are maintained, and at which foreign steamships call frequently. All these ports are connected by roads, though the road to Jeremie is impassable during the rainy season. Port au Prince is the principal port of the Republic.

North Coast: Port de Paix, Cape Haitien and Fort Liberte are the shipping ports on the northern coast of the Republic, and are connected by roads that are passable at all times. Cape Haitien is the second largest city in the Republic and is the principal port on the north coast.

South Coast: Aquin, Cayes and Jacmel are the shipping ports on the south coast of the Republic, of which Cayes is the largest, and all are connected by roads.

Eastern Border: On the eastern border between Haiti and Santo Domingo, Belladere, Gloire and Ouanaminthe, maintain customs houses to take care of products exported to, and imported from, the Republic of Santo Domingo. All these towns are connected by roads to the principal towns and cities of the Republic of Haiti.

Commerce, Con't.

TRADE RELATIONS:

507

Resources in foreign trade:

507-100

The principal exports of Haiti are cotton, coffee, alcohol, canned pineapples, fruit and tobacco to France, and sugar, sisal, dyewood, and goatskins to the United States, while the imports are principally agricultural machinery and tools, motor vehicles, cotton goods and woven cloth, (dyed and plain), clothing and fish from the United States, and liquors, textiles, books, and household utensils from France and other European countries.

France, Denmark, Italy, Belgium, Great Britain and the United States handle the bulk of Haitian foreign exports, in the order named, while the United States, Great Britain, France, Germany and the Netherlands handle the bulk of Haitian foreign imports.

I N D E X
T O
A L P H A B E T I C A L L I S T
O F
C I T I E S - T O W N S - P L A I N S A N D A R E A S I N
T H E M O N O G R A P H
O F
T H E R E P U B L I C O F H A I T I

600 SECTION

PLACE:	LOCATION IN MONOGRAPH (BY SECTIONS):
Abricots	600 (Dept. of the South): 601
Abricots Plain	100
Acul-du-Nord	602
Acul Samedi	602
Anglais	600 (Dept. of the South): 601
Anse-a-Foleur	601
Anse-a-Galets	601 (Ile de la Gonave)
Anse-a-Pitres	601: 701-400
Anse-a-Veau	600 (Dept. of the South): 601
Anse-d'Hainault	600 (Dept. of the South): 601
Anse Rouge	601
Aquin	600 (Dept. of the South): 601
Aquin Plain	100
Arbe Plain	100
Arcahaie	601
Arcahaie Plain	100
Artibonite Plain	100
Attalaye	602
Aux Cayes	202-200: 206-200: 600 (Dept of South)
Aux Cayes	601
Bahon	602
Baie-de-Henne	601
Bainet	601
Banane	602
Baraderes	602
Baraderes Plain	100
Bassin Bleu	602
Belladere	602
Bizoton (Port au Prince)	601-500
Bombardopolis	602
Bombardopolis Plateau	100
Borgne	601
Bowen Field	701-400

Index to Alphabetical list of Cities, Towns, Plains & Areas, Con't.
600 Section

<u>PLACE:</u>	<u>LOCATION IN MONOGRAPH (BY SECTIONS):</u>
Cabaret	601
Ca-Ira	601-300 (Port au Prince)
Camp Perrin	602
Cape Haitien	100: 202-200: 601: 701-400
Capotille	602
Caracol	601
Carice	602
Carrefour	602
Castilleur	602
Cayamite Island	600 (Department of the South)
Cayes	202-200: 206-200: 601 (Dept of South)
Cayes-Jacmel	601
Cayes-Torbeck Plain	100
Cavaillon	602
Cavaillon Plain	100
Cazeau	602
Cerca Carvajal	602
Cerca-la-Source	602
Central Plain	100
Chaine des Matheux	100
Chental	602
Chappelle	602
Chardonnières	601
Citadella	---
Corail	600 Dept of the South: 601
Cornillon	602
Coteaux	601
Cotes-de-Fer	601
Croix-des-Bouquets	602
Cul-de-Sac Plain	100
Damassins	601
Dame Marie	600 (Dept. of the South): 601
Desdunes	602
Des Irois Plain	100
Dessalines	602
Dondon	602
Ennery	602
Etroits	601 (Ile-de-la-Gonave)
Ferrier	602
Fond-des-Negres Plain	100
Fond Parisien	602
Fond Verrettes	602
Fort-Liberte	601
Fort-Liberte Plain	100
Furcy	602

Index to Alphabetical list of Cities, Towns, Plains & Areas, Con't.
600 Section

<u>PLACE:</u>	<u>LOCATION IN MONOGRAPH (BY SECTIONS):</u>
Ganthier	602
Gonaives	202-200: 601: 701-400
Gonaives Island	100: 601: 701-400
Gonaives Plain	100
Gonave Island	100: 601: 701-400
Glore	602
Grand Anse Plain	100
Grand Goave	600 (Dept. of the South): 601
Grand Gosier	601
Grande Riviere-du-Nord	602
Grande Saline	601
Grande Vide	601 (Ile-de-la-Gonave)
Gressier	601
Gros Mangles	601 (Ile-de-la-Gonave)
Gros Morne	602
 Hinche	 602
 Irois Plain	 100
Isle-a-Vache	600 (Dept. of the South)
Isle-de-la-Gonave	601: 701-400
Isle-de-la-Tortue	601
 Jacmel	 202-200: 206-200: 601
Jean Rabel	601
Jeremie	202-200: 600 (Dept. of the South) 601
Jeremie	701-400
 Kenscoff	 602
 La Chappelle	 602
Lamielle	602
L'Arcahaie	601
Las Cahobas	602
L'Attalaye	602
La Victoire	602
Le Borgne	601
Leogane	600 (Dept. of the South): 601
Leogane Plain	100
Les Anglais	600 (Dept. of the South): 601
Les Couteaux	601
Les Verrettes	602
Le Trou	602
Limbe	602
Limbe Plain	100
Limonade	602
Los Palos	602
Luly	601

Index to Alphabetical list of Cities, Towns, Plains & Areas, Con't.
600 Section

<u>PLACE:</u>	<u>LOCATION IN MONOGRAPH (BY SECTIONS):</u>
Maissade	602
Marigot	601
Marigot Plain	100
Marmelade	602
Massif-de-la-Hotte	100
Massif-de-la-Selle	100
Massif-du-Nord	100
Milot	602
Miragoane	600 (Dept. of the South: 601
Miragoane Plain	100
Mirebalais	602
Mole St-Nicolas	601: 701-400
Mme-Joie	602
Mombin Crochu	602
Montagnes Noires	100
Moron	602
Mt-Organise	602
Northwest Peninsula	100
Orangers	602
Ouanaminthe	602: 701-400
Perches	602
Perodin	602
Pestel	600 (Dept. of the South): 601
Petite Anse	601 (Ile-de-la-Gonave)
Petite Riviere de l'Artibonite	602
Petite Riviere-de-Nippes	601
Petionville	602
Petit Goave	202-200: 206-200: 600 (Dept. of South)
Petit Goave	601
Petit Goave Plain	100
Petit Trou-de-Nippes	600 (Dept. of the South): 601
Picmi	601 (Ile-de-la-Gonave)
Pignon	602
Pilate	602
Plaine-du-Nord (Plains)	100
Plaine-du-Nord (Town)	602
Plains of Gonave Island	100
Plaisance	602
Pointe-a-Raquette	601 (Ile-de-la-Gonave)
Port-a-Piment	601
Port au Prince	202-200: 206-200: 601: 701-400
Port de Paix	202-200: 601: 701-400
Port Margot	602
Port Salut	601
Quartier Morin	602

Index to Alphabetical list of Cities, Towns, Plains & Areas, Con't.
600 Section

<u>PLACE:</u>	<u>LOCATION IN MONOGRAPH (BY SECTIONS):</u>
Ranquitte	602
Region of Port de Paix	100
Roche-a-Bateaux	601
Roi Sec	602
Roseaux	601
Saltrou	601
Saut d'Eau	602
Savanette	602
St-Domingue	100
St. Jean-du-Sud	601
St. Louis-du-Nord	601
St. Louis-du-Sud	600 (Dept. of the South): 601
St. Marc	202-200: 601
St. Marc Plain	100
St. Michel	602
St. Michel-du-Sud	602
St. Pierre	602
St. Raphael	602
Ste Suzanne	602
Terre Neuve	602
Terre Rouge	602
Terrier Rouge	602
Thomassique	602
Thomazeau	602
Thomonde	602
Tiburou	600 (Dept. of the South): 601
Torbeck	601
Tortue Island	100: 601
Trou	602
Trouin	602
Vache Island	600 (Dept. of the South)
Vallieres	602
Verrettes	602
Victoire	602

OLD DIVISIONS

600

NORTH HAITI - KINGDOM OF CHRISTOPHE:

The Old Political Division, prior to the Occupation, of the Departments of the North, Northwest and Artibonite, were as follows:

Department of the North - Capital at Cape Haitien - Corresponds with the Present Military Department of the North.

Department of the Northwest - Capital at Port de Paix - Corresponds with the Present Military District of Port de Paix.

Department of the Artibonite - Capital at Gonaives - Corresponds with the present Military Department of the west, less the Military District of Port de Paix and plus the Military District of Hinche.

REPUBLIC OF SOUTH HAITI - PRESIDENT REYNIER:

The Old Political Division, prior to the Occupation, of the Departments of the West and South, were as follows:

Department of the West - Capital at Port au Prince - Corresponds with the present Military Department of Port au Prince plus the Military District of Les Cayes.

Department of the South - Capital at Aux Cayes - Corresponds with the present Military Department of the South.

THE MILITARY DEPARTMENT OF THE NORTH
(600 Section)

Garde d'Haiti Distribution:

The Military Department of the North comprises the following districts of the Garde d'Haiti:

	<u>Officers</u>	<u>Enl. Men</u>
Department Headquarters	5	--
District of Police, Cape Haitien	6	104
District of Cape Haitien	6	108
District of Civil Prison, Cape Haitien	2	47
District of Grande Riviere	4	73
District of Ouanaminthe	6	103

Boundaries:

The Military Department of the North comprises the eastern half of the north (Atlantic) coastal region of Haiti, running inland to the crests of the first range of mountains south of the coast. Its northern boundary extends westward along the Atlantic coast from the mouth of the Massacre River to a few miles west of the town of Le Borgne. From the point west of Le Borgne, the western boundary of the department runs approximately due south along the western borders of the Communes of Le Borgne and Pilate to a point about ten miles east of the town of Plaisance. From there the southern boundary runs in a south-easterly direction along the southern borders of the Communes of Pilate, Plaisance, Dondon, Grande-Riviere and Saint Suzanne, and the western border of that of Vallieres to a point about 3 miles east of the town of La Victoire, and from that point almost due east to the Dominican border about 4 miles north of the town of LaMiel. The eastern border of the Department is the border between Haiti and Santo Domingo and runs northward from a little north of LaMiel to the Massacre River near the town of Capotille, thence north along the Massacre River to its mouth.

Aspect:

The area of the department is about 1,500 square miles. The general aspect of the department is that of a long narrow coastal plain between the Atlantic Ocean and the range of mountains north of the St. Michel Valley. A large spur of that range extends north from the vicinity of the town of Limbe to the coast near Le Borgne. To the south and west of that spur, and within the department, lies the Plaisance Valley, which extends southward to the foothills of the main range in the vicinity of Puilboreau Mountain. A headland along the Atlantic coast extending westward from the city of Cape Haitien about 8 miles to Acul Bay, known as Morne Haut du Cap, and another at the northern end of the spur of the main range, which reaches the coast between Bayeux and Port Margot, are the most prominent landfalls on approaching the coast from the North.

Military Dept. of the North, Con't.
600 Section.

The principal mountains are Morne Haut du Cap, height about 2,300 feet; Bonnet a l'Eveque (Bishops Cap), height about 2,600 feet, a double peak on one point of which is perched the Citadelle of King Henri Christophe, a prominent landmark when approaching the coast from north and east of Cape Haitian; the headland east of Le Borgne, which rises abruptly from the coast to a peak about 3,600 feet high; Limbe or "Dop" mountain between the Bay of Acul and the town of Limbe, height about 2,050 feet; and the main range along the southern border of the department with principal peaks from east to west, at LaSalle Mt-Organise, about 3,000 feet; peak about 4 miles northwest of the village of Grosse-Roche, height nearly 3,000 feet; Belle Terre about 3 miles northeast of Marmelade, about 3,300 feet high; the Puilboreau ridge with heights from 2,700 to 3,300 feet; and Morne Beaubrun, about 6 miles southwest of Le Borgne, with a height about 3,600 feet. Amid the jumbled mass of mountains along the southern border of the department are many other peaks from 1,200 to 2,500 feet high.

Rivers:

There are no navigable rivers, nor rivers of any considerable importance in the department. The Massacre River, rising in the main range about 20 miles south of the coast, flows in a generally northern direction into the Atlantic near the town of Ouanaminthe. It is the boundary between Haiti and the Republic of Santo Domingo in that region. The Grande Riviere du Nord, rising on the northern side of the watershed between the coastal plain and the St. Michel Valley, in the vicinity of Vallieres, flows westward toward Ranquitte, thence northward by the towns of Bahon and Grande Riviere, and empties into the Atlantic about 7 miles east of the city of Cape Haitian. The Riviere Haut du Cap, which rises near Milot and flows east of north into Cape Haitian Bay, has a tidal estuary which provides shelter from storms for a few cargo lighters, but has no other function. The Limbe River rises in the western slopes of the Bonnet a l'Eveque and flows northwestward to the town of Limbe, thence northeastward into the Atlantic at Bas-Limbe. It is a mountain torrent through most its length, of no importance except as a barrier when in flood. Many other streams, creeks or brooks in size, flow among the mountains and into the sea. They are negligible in ordinary times, although many become serious obstacles to travel on the trails or minor roads when in flood, rising very rapidly with heavy rains and subsiding generally in a few hours or a day or two when the rains are over. All the streams in the department have been fished for so long without restocking that fresh water fish are almost non-existent except a few small fry and eels, generally caught in bamboo weirs.

Military Dept. of the North, Con't.
600 Section.

Harbors:

CAPE HAITIAN HARBOR: Hydrography:- Detailed Hydrographic information concerning Cape Haitian and vicinity is contained in Chapter VIII of Volume 1 of the West Indies Pilot (H.O. No. 128). This information is mostly from data obtained by the U. S. S. EAGLE survey about 1916, with corrections from later sources.

Anchorage: See "Cape Haitian Harbor" in Chapter VIII of H.O. No. 128 (West Indies Pilot - Vol. 1), and H. O. Chart No. 1231.

Wharves: The only existing wharves are one for small boats from 3 to 5 feet (depending on the tide) just south of the office of the American Scientific Mission (which is now painted grey and green) one used by the Marine Corps, with similar depths, located about fifty feet north of the iron bridge over the entrance of the Haut-du-Cap River; and a third one by the Customs Office, with depths about the same as for the other two.

Harbor Craft: Except for one small, privately owned, motor boat, the harbor craft consist of a few pulling boats (dinghies and wherries) and about 30 heavily built landing lighters, varying from about 25 feet to 90 feet long, with capacities of from about 12 to 50 tons by weight (15 to 70 cubic tons). The lighters are constructed to be beached stern first and, depending on the slope of the beach, allow of the cargoes being landed on dry land over a gang plank. These lighters are excellent for landing stores.

CARACOL BAY: This bay affords anchorage about a mile off shore for small steamships, probably up to 5000 or 6000 tons. It is unlighted and unbuoyed, but marked by range beacons. Except for shipping the small quantity of sisal produced by the Haitian Agricultural Corporation, an American organization, it is of no particular importance.

FORT LIBERTE BAY: Hydrography:- The harbor is land-locked and is suitable for ships of light draft only. This harbor was charted by the Haitian Coast Guard Service in 1929.

Anchorage: See Haitian Coast Guard survey, 1929.

Wharves: There are no wharves, except landings for small boats.

Harbor Craft: There is one motor boat belonging to the Haitian American Development Corporation (Sisal). There are several one-masted coastwise sailing vessels about 40 feet long, and many smaller sail boats. These boats would be suitable for landing stores.

Military Dept. of the North, Con't.
600 Section.

There are no other harbors for steamships, but numerous long but shallow bays indent the coast and provide good shelter for small boats.

Lakes:

There are no lakes, nor even large ponds in the department.

Agriculture:

All agricultural production in the department is rather clearly divided into two main types. These are, first, for export, and second, for local consumption. With the exception of coffee, which grows wild or with little cultivation in most cases, export crops are grown on large or medium-sized plantations, controlled either by foreigners or by upper-class Haitians. Most food crops are grown in small "gardens" by the poor farmers who constitute a peasantry in about the same economic and cultural stage as the peasants of medieval Europe; their serfdom being to money lenders and politicians rather than to the big landholders.

Coffee, the main export crop, is usually found growing in the foothills on the small peasant holdings, and is brought in by the country people to the towns, where it is bought in small lots by "speculators." The latter pass it on to the export merchants, or to more important speculators. The principal coffee districts are in the foothills in three main areas, the Plaisance-Pilate Valleys, the region around Limbe, and the particularly productive area around Grande-Riviere and Baho. The only railroad in the department runs to Baho to tap this latter area. Practically all the coffee of the department is shipped by a few big foreign exporters, mostly French, at Cape Haitian. Some coffee from Plaisance and a large part of that from Pilate is shipped via Gros-Morne to Gonaives, Haiti. The coffee as grown in the department is of excellent quality and flavor, but, in spite of all efforts to instruct the peasants in proper methods of picking and sorting, most of it reaches the exporters in bad condition. The cost of re-sorting before shipment greatly lowers the profits of the exporters, who, in turn, can offer but a low price to the speculators. As a consequence, the price paid the peasants give them a very meagre reward for their work.

Other export crops are - Pineapple: Grown in the vicinity of Cape Haitian on the large plantations of the Haitian Pineapple Company, a subsidiary of the "Del Monte" canning interests of California. These are canned at the Company's large cannery just outside Cape Haitian on the marshy land near the Cape Haitian-Ouanaminthe road between the sea and the estuary of the Haut-du-Cap River.

Military Dept. of the North, Con't.
600 Section.

Sisal: Grown principally by the Haitian-American Development Corporation who have a very large plantation on the flat, semi-arid land between the coast and the main Cape Haitian-Ouanaminthe Road extending from near Terrier-Rouge almost to Fort-Liberte, in the Communes of Terrier-Rouge and Fort-Liberte. A smaller American concern, the Haitian Agricultural Corporation, near Caracol, produces sisal, but due to a poor market in the United States this company is not shipping any at present.

Sugar: Very little is grown for export. The sugar of the two or three larger plantations in the vicinity of Cape Haitian and near Acul-du-Nord is mostly made into rum, some into commercial alcohol. That from smaller plantations and the peasants' gardens is made into "clarin" and "Tafia," lower grade beverages of high alcohol content, or into "rapadoux," a coarse, dark, damp native sugar. This cane, especially the "rouge" variety, is very popular as a food. The natives chew it for the juice.

Logwood: Most of this is exported by Mr. Corey F. Wood, the local American Vice Consul, who acts as purchasing agent for a combination of American dye-wood interests. The greater part of the logwood is shipped from the Cape and Fort Liberte and is obtained in small lots from the peasants, principally from the district near Grande Riviere and between Le Trou and Fort Liberte.

Cotton: Although some cotton is grown on a small scale, principally near Fort Liberte, its export is a side line and there are no large plantations. However, the Haitian American Development Corporation is experimenting with cotton growing, between the rows of the sisal, and this may reach commercial importance.

Tobacco: While a considerable quantity of tobacco is grown wherever the soil is dry enough to support this crop, most of it is poorly cured and for local consumption. However, in the area between Haut-du-Cap and Milot, an American controlled organization, the Tobacco Company "Comme il Faut," has a large plantation which is efficiently managed by a Dane named Casse. Some Syrians and Dominicans have medium sized plantations where a good or fair grade of tobacco is grown, mostly for the better class of local consumption.

Other articles of export of lesser consequence are: Hides: Mostly obtained in the eastern part of the department near Ouanaminthe, where the extensive "savannes" offer large grazing areas which, since "caco" days have never been well stocked with cattle, and Honey, a considerable part of which comes from the semi-arid country near Fort Liberte. Bananas, oranges and limes, while of excellent quality, are not cultivated under conditions which would make their export profitable. The Haitian Pineapple Company has an experimental

Military Dept. of the North, Con't.
600 Section.

grapefruit plantation near Milot, and, if the fruit can be grown successfully, they will can it at their local cannery. Some Cashew Nuts of good quality are grown and shipped to the United States, but this is not an important crop. The usual market crops, which form the main food supply of the population, are grown throughout the department in the peasant gardens. They are: Plantains, rice (brown), beans (string and red), peas, yams, cabbage, tayos (a large, sweet potato like root, not sweet in taste), petit-mil (millet), sweet and yellow corn, small tomatoes, leeks, mangoes, melons, avocados, and papayas.

Industry:

Mines: There are no mines in operation in the department. Two inactive copper mines near Grande Riviere, and an iron mine at "Aimant" between Limonade and Le Trou are the only signs of mining activity, and are inactive. However, from the appearance of various rock out-croppings, a mineralogical survey of the department might yield useful results.

Factories: The Pineapple cannery at Cape Haitian and the sisal plants on the plantations at Terrier-Rouge and Caracol are the only real factories in the department. Several small sugar mills and rum and clarin distilleries and workshops of the National Railroad and a few garages, are practically the only other mechanized activities of the department.

Commerce:

Export commerce is entirely in agricultural products. Coffee, mostly shipped to France; Logwood, shipped both to France and the United States; canned Pineapple, by reason of restrictions on the fruit entering the United States, is shipped to various European countries; Sisal, shipped to the United States; tobacco, shipped to the United States. These form the main export crops. Some Cashew Nuts are shipped to the United States; some dried (not tanned) hides are shipped to New York, and a few to France, and a small quantity of rather dirty honey is shipped to France.

Import commerce, due to the lack of mechanical production in Haiti, is very varied. Polished rice and white flour are the principal foods brought in. Beer and wines, with a small quantity of spirituous liquors are imported mostly from France, and the cheaper grades of piece goods, shoes, dishes, glassware, hardware, cutlery, and tools (mostly agricultural, such as machetes and hoes) are imported principally from the United States, France, Germany and Italy, in about that relative order of quantity.

Military Dept. of the North, Con't.
600 Section.

Automobiles and parts and accessories, gasoline, and oil (motor) as well as kerosene are imported from the United States. Some of the oil and gasoline purchased is obtained from the Dutch-English interests, the Shell Company. The value of the imports is very closely tied to the state of world markets for the Haitian agricultural exports, particularly coffee.

Communications:

There is no telegraph service, except that telegrams are sent over the telephone lines by the operator spelling out the words of the message. The Government owned telephone lines extend throughout the country under the operation of Travaux Publics (the national Public Works Department). The All America Cables, Incorporated, maintain a station in Cape Haitian, with lines to New York; and to San Juan, Porto Rico, via Puerto Plata, D. R.

The only radio station in the department is that maintained by the United States Occupation Forces at the Marine Barracks, Cape Haitian.

Railroads: Only one railroad, from Cape Haitian to Baho via Grande Riviere, is located in the department. It is a narrow gauge line operated by the American (National City Bank of New York) controlled "Compagnie Nationale des Chemins de Fer d'Haiti." The engines and equipment are in excellent condition and consist of 2 locomotives, 2 first-class cars, 2 second class cars, 3 third class cars, 6 freight cars, and 10 flat cars. Two trucks of the hand-car type have gasoline motors mounted on them, one having a 5 horsepower and the other 2-1/2 horsepower motor. These are normally used for officials to inspect the road. The station at Cape Haitian is built of concrete blocks and the other stations are of the same material but smaller in size. All railroad property is kept in very good repair. It maintains its own telephone line along the entire right of way, and has its own water system. Wood is used as fuel for the locomotives. The roadbed is high and is used in all seasons.

Roads: The principal road in the department, a fairly good macadam automobile road, enters the department from the south (Port au Prince and Gonaives) at the pass across Puilboreau Mountain and runs through Plaisance and Limbe to Cape Haitian, thence via Quartier-Morin, Limonade, Le Trou, and Terrier-Rouge to the Dominican Border at Ouanaminthe. Spurs from this road, passable for cars in good weather, and varying from poor grade macadam to mere auto-trails across the "savannes," run to Pilate, Port-Margot, Acul-du-Nord, Plaine-du-Nord, Fort Liberte, Acul-Samedi, Perches, the foot of Mt-Organise and to Capotille. A recently finished road to Milot,

Military Dept. of the North, Con't.
600 Section.

with a branch from Barriere-Battante to Grande-Riviere, is fair macadam. A newly constructed road from Carrefour Menard (between Barriere-Battante and Grande Riviere) via Dondon, connects the department with the St-Michel Valley. It is generally so muddy as to be impassable.

Trails: Cart roads on the plain, and horse and foot trails in the mountains connect up all other Garde outposts and all native habitations with the main roads. All are passable on horseback except when swollen streams become unfordable.

Population:

The estimated population of the principal towns of the Military Department of the North is as follows:

Cape Haitian	20,000
Grande-Riviere	3,000
Ouanaminthe	2,000
Le Trou	2,000
Limbe	2,000
Plaisance	1,750

The estimated total population of the department is 275,000. Owing to the living conditions of the people, an accurate census is not obtainable, but the above estimate was established from available data, such as vital statistics, clergy reports and reports of magistrates. Except for the town of Cape Haitian, the foreign population is negligible. Most small towns have a white French priest who is usually the sole foreign resident. The towns near the Dominican Border have a few resident Dominicans. In the town of Cape Haitian, with a population of about 20,000, there are about 750 foreigners of whom the largest groups are French and Dominicans. The others are English (mostly Turks Island negroes), Italians, Americans (exclusive of the American Occupation), Syrians, Spaniards, Germans, Danes and Cubans.

Bandit Area:

There have been no bandit (caco) activities in the Military Department of the North since about 1921. At that time the principal areas in which they operated were the savannes and semi-arid districts in the vicinity of Perches, Fort Liberte and Terrier Rouge, and the inland valleys and mountains between Grande-Riviere and Ste-Suzanne.

MILITARY DEPARTMENT OF THE CENTER
(600 Section)

Garde d'Haiti Distribution:

The Military Department of the Center comprises the following districts of the Garde d'Haiti:

District of Hinche	4	officers,	112	men
19th Mobile Co., Hinche	3	"	49	"
District of Las Cahobas	7	"	95	"
Department Headquarters	4	"	--	

Boundaries:

The Military Department of the Center comprises two districts, six sub-districts, eleven outposts and thirty-four rural sections. It is bounded on the north and northwest by the District of St. Michel of the Military Department of the West, on the northeast by the District of Ouanaminthe of the Military Department of the North, on the east by the Dominican Republic, on the west by the District of Saint Marc of the Military Department of the West, and on the south by the District of Petionville of the Military Department of Port au Prince.

Aspect:

This department has an estimated area of about 3,107 square miles. Because of lack of irrigation, and the nature of the sub-soil, the soil of the plateau is known as "half-dry". The vast plain that forms most of this department is made up of very large grassy plains on which grows a herb known as "Madame Michel," and which, before its maturity, is excellent forage for beef. The abundance of this herb is one of the obstacles to the agricultural development of this region. The central plateau is devoted to cattle breeding. The southern part of the department is very mountainous, some of the peaks being 4,000 feet high. Some of the most prominent peaks in the Commune of Mirebalais are "Terre Rouge" 2,886 feet, "Doco" 2,296 feet, "La Selle" 1,968 feet, "Petite Montagne" 2,952 feet, and "Montagne Terrible" 2,559 feet. (All elevations estimated).

Rivers: The Artibonite, the most important river in the department, has its source in the Dominican Republic, flows east and southeast, passing at the foot of Fort Biassou, then about 7-1/2 miles north of Las Cahobas, then east around the Cahos range until it reaches Morebalais. From Mirabalais it flows northeast, passing at the foot of Fort Crete-a-Pierrot, and close to Chapelle and Verettes, and then empties into the sea at Grande Saline. The other rivers in the department are all tributaries of the Artibonite. They are: The Guyamuco, coming from Salt Crest and from St. Raphael passes northwest of Hinche, and empties into the Artibonite;

Military Dept. of the Center, Con't.
600 Section.

Rivers, Con't.--- The Hinquitte flows near the entrance of the town of Hinche. It is increased by the waters of Lapatille and empties into Guyamuco, which, in turn, empties into the Artibonite.

The Rio Frio starts in the Bois Rouge mountains, flowing to the south of Maissade and empties into Guyamuco.

The Riviere Fond Bleu starts in the Bois Rouge mountains, flowing north of Maissade and also empties into the Guyamuco.

The Samana River, has its source in the neighborhood of Bois Laurence, and empties into the Guyamuco.

The Nara River, coming from the Dominican Republic, also empties into the Guyamuco.

The Oceane River, whose source is in the neighborhood of Fort Salnave, commune and arrondissement of Valliere, flows north of the Cibao Range and empties into the Artibonite on the border of Cerea la Source - Banica, in the neighborhood of Fort Biassou.

The Fer a Cheval River, coming from the Montagnes Noires, and empties into the Gascogne river, forming a horseshoe, and then empties into the Artibonite.

The Macasia River, flows for only about 7-1/2 miles on Haitian territory. Its source is in the neighborhood of Honde-Valle (Dominican Republic). It empties into the Artibonite at a place known as Roye Lapoute.

The Renthe Mathe River, whose source is in "Palmiste Tempe," flows east of Belladere and empties into Laguas River.

The Laguas River, coming from Los Mosquitos, flows through a section of Renthe Mathe, then empties into the Juan de Vera River.

The Juan de Vera River, whose source is at "Herba Buena," flows to the west and empties into the Artibonite.

The Roye Grande River, coming from Mare Goyave, flows through habitations "Des Palais" and "Pedernales" and then empties into the Juan de Vera River.

The Roche Plate River, coming from Morne Roche Plate, rural section of Riaribe, empties into the Juan de Vera River.

The Carrisal River, which separates Belladere from Commenda-dor (Dominican Republic) empties into the Macasia River.

The Las Cahobas River has its source at a place called "Bois Rouge." It flows near the town of Las Cahobas and then empties into the Artibonite at a place known as "Byssainthe," in the rural section of Juampas.

The Pena, a small stream having its source in the rural section of Juampas, flows parallel to the river of Las Cahobas, then empties into the latter river after a flow of one kilometer.

The La Theme River, whose source is in the boundaries of sections Montagnes Terribles and Coupe Mardi Gras, flows near the main highway Mirebalais-Port au Prince, passing west of the town of Mirebalais, then empties into the Artibonite.

The Jimbal River has its source in the Grands Bois Mountains and flows to the west, then to the north and empties into the Fer-a-Cheval.

Military Dept. of the Center, Con't.
600 Section.

Rivers, Con't.

The Gascoigne River has its source in the Grands Bois Mountains, and flows to the west, then to the north and empties into the Fer-a-Cheval.

The Boucan Carre River rises in Petite Montagne, irrigates the latter section and section Bayes, then empties into the Artibonite.

The Canot River, which has its source in the rural section of La Selle, flows west of Saut d'Eau, then empties into the Artibonite.

The Saut River has its source near the Canot River. It is divided into two branches, one of which forms the waterfall at Saut d'Eau and the other empties into La Theme in the rural section of Coupe Mardi Gras.

Agriculture:

Agriculture is the fundamental and predominant occupation of about 95% per cent of the population of the military department of the center. The agricultural products produced in this department are divided into two distinct classes, those for exportation, and those for local consumption. The first class comprises coffee, cotton, sugar cane, honey, and skins for leather. The second class comprises cereals, vegetables and fruits, such as potatoes, corn, rice, bananas, etc. The principal crops in this department are cotton, sugar cane, corn and vegetables. Very little tobacco is cultivated here.

Communications:

There are no railroads in the central plain. The roads constructed on the plains are good, being built of earth with sand and gravel topping. Most of these roads can be travelled by automobile, and have ditches on each side for drainage purposes. The roads which traverse the mountain areas are fair, many sections being cut into the sides of the mountains. The main road from Port au Prince passes through Mirebalais, Las Cahobas, Thomonde, Hinche, St. Michel de l'Attalaye, Ennery, Plaisance, Limbe, and ends at Cape Haitian. At Las Cahobas a branch leads to Belladere, and to Comendador (Dominican Republic). A few miles this side of St. Michel de l'Attalaye, a new road branches off and goes to Cape Haitian via Dondon. Trails in this department are passable on horseback, but many, in wet weather are in a deplorable condition. The principle trails are Las Cahobas to Savanette, Savanette to Belladere and Mirebalais, and Hinche to Cerca Carvajal. Telephone and telegraph lines: Telephone lines connect Hinche with Las Cahobas, Limbe, Maissade, Mirebalais, Ouanaminthe, Thomonde, and the principle towns of the republic.

Military Dept. of the Center, Con't.
600 Section.

Population:

The population of this department is estimated at about 200,000 inhabitants. There are very few foreigners. Numbered among this group are about 650 Dominicans.

Bandit Area:

The places in this department which appear favorable to banditry are: Morne Pierre in the rural section of Petit Fond, sub-district of Las Cahobas; Lobas, rural section of Renthe Mathe, sub-district of Belladere; La Chapelle, known as "Rampart Diamant", rural section of La Selle, sub-district of Mirebalais. The places called "Marcocotte," rural section of Coupe Mardi Gras, "Tit pine", Mapou and Nayoau, rural section of Riviere Canot (Mirebalais), appear to offer nests where bandits can hide. The place called "Papaille", situated east of Hinche, because of its topography, offers nests favorable to bandits. Perdegat, Bassin Zinn, also offer the same facilities to bandits.

MILITARY DEPARTMENT OF THE WEST
(600 Section)

Garde d'Haiti Distribution:

The Military Department of the West comprises the following districts of the Garde d'Haiti:

	<u>Officers</u>	<u>Men</u>
Department Headquarters (Gonaives)	3	--
District of Gonaives (Headquarters)	2	--
Sub-District of Gonaives	1	93
Outpost of Ennery	--	4
Sub-District of Gros Morne	1	10
Outpost of Terre-Neuve	--	4
" " Anse-Rouge	--	4
District of Port-de-Paix (Headquarters)	3	--
Sub-District of Port-de-Paix	1	48
Outpost of St. Louis-du-Nord	--	4
Outpost of Anse-a-Foleur	--	4
Outpost of Island of La Tortue	--	4
Outpost of Bassin Bleu	--	3
Sub-District of Jean Rabel	1	11
Outpost of Mole St. Nicolas	--	3
District of Saint Marc (Headquarters)	4	--
Sub-District of St. Marc	1	62
Outpost of Grande Saline	--	3
Outpost of Desdunes	--	3
Sub-District of Petite Riviere	1	16
Outpost of Dessalines	--	3
Outpost of Les Verrettes	--	3
Outpost of La Chapelle	--	3
Outpost of Perodin	--	3
District of Saint Michel (Headquarters)	2	--
Sub-District of St. Michel	1	36
Outpost of Marmelade	--	4
Outpost of l'Attalaye	--	2
Sub-District of St. Raphael	1	10
Outpost of Ranquitte	--	3
Outpost of Pignon	--	3
Outpost of La Victoire	--	3

Boundaries:

The Military Department of the West is bounded on the north by the Atlantic Ocean; on the east by the Military Department of the North, and the Military Department of the Center; on the south by the Military Department of Port au Prince, and on the west by the Gulf of La Gonave.

The starting point of the line that bounds the department is located at a distance of about 6 miles to the east of the village of

Military Dept. of the West, Con't.
600 Section.

Anse-a-Foleur. It travels towards the southwest for a distance of about 19 miles, then passes above the Plaisance chain close to a spot called Georges. From there it bends towards the northeast. A few miles from Dondon, it forms a curve to the right up to La Victoire. At that village it faces about, and goes towards Pignon, then follows the direction of the meridian by making the form of a bow three times before reaching the hills of Pain-de-Sucre, not far from Saut d'Eau. From here it travels to the west, and joins the course of the river of Montrous, which it follows to the sea. On the West, the Department reaches the Gulf of La Gonave, and on the north, the Atlantic Ocean.

Aspect:

This department has a surface area of about 2,750 square miles, with more plains than hills. In the north, spreads the St. Nicolas chain. Between Dondon and Gros Morne stretches the Marmelade chain (about 900 yards). From the edge of the Marmelade chain appear the Montagnes Noires, overlooked by the peak of Karatas, which extend towards the southeast under the name of Coupe-a-l'Inde. Finally, one encounters the Cahos range that crosses the limit of the department in the south. The department is distinguished above all others by its immense plains. To the south, and at the edge of the Montagnes Noires, the vast plains of the Artibonite spread out to the sea. This plain has a length of about 40 miles and is about 19 miles wide. More to the north, on the slope of La Gonave, is located the plains of Gonaives, with an area of about 117 square miles. Other smaller plains are the plains of the Arbre and of Jean Rabel. The first is located on the southern part of the northern peninsula of Haiti, and the other is on the northern edge of this same peninsula.

Rivers:

This department has numerous rivers, of which the principal ones are: The Artibonite, the Estere, and the La Quinte, which flows into the Gulf of La Gonave, and the Trois Rivières which flows into the Atlantic Ocean just to the west of Port-de-Paix. The smaller rivers, which are of little importance, are the rivers of Moustiques, of Jean Rabel, of Henne, of Port-a-Piment, the river Salce and that of St. Marc and of Montrouis. The Artibonite river originates in the Cibao chain. It runs a zigzag course under the name of Joca up to Banica, and then shortly joins the Libon. From here on it is called the Artibonite. It then passes near Fort Biassou and travels an irregular course for about 18-1/2 miles from Fort Biassou to where it is joined by the Guayamouc (the equivalent of the Spanish word Aguamucho, which means much water). Its waters swelling more and more by these and other small tributaries, throw themselves against the spurs of the Cahos. The river then leads to

Military Dept. of the West, Con't.
600 Section.

the west, towards Mirebalais. Here it travels through a narrow passage between the hill Au Diable and Mont Gary, flowing past Petite Riviere de l'Artibonite, and empties into the Gulf of La Gonaive in the vicinity of Grande Saline.

The Estere river has its source in the Colline d'Ingrand. It is joined by many streams, of which the most important is the Ravine-a-Couleuvre. It flows through the plains of the Artibonite and empties into the Baie de Tortue, after a distance of about 47 miles.

The La Quinte river, which flows for a distance of about 37 miles, has its source in the Marmelade chain, and flows to the south through the plain of Gonaives, and empties into the Gulf of La Gonave, slightly south of the town of Gonaives.

The Les Trois Rivières, which flows for a distance of about 87 miles, has its source in the Marmelade chain near Limbe, and passes Plaisance and Gros Morne, then empties into the Atlantic Ocean just west of Port-de-Paix.

Besides the above mentioned rivers, there are several others of little importance. Those emptying into the Atlantic are the rivers of Moustiques, and of Jean Rabel; those flowing into the Gulf of La Gonave, are the rivers of Henne, Port-a-Piment, the river Salee, those of St. Marc and of Montrouis.

With the exception of the Artibonite, none of the other rivers are navigable. The Artibonite itself is partly navigable for small rowboats and dugouts. Salt marshes practically cover the shore line of the department touching on the Gulf of La Gonave.

Harbors:

Gonaives is the most important port of the Military Department of the West, and the largest steamers may enter. A lighthouse installed at La Pierre, a few miles from Gonaives, along the northern shore of the harbor, facilitates the entrance of ships. Two wharves are located close together adjacent to the Customs House. One is of concrete, and the other is a wooden structure. However, due to shallow water near shore, only small sailboats, or motor boats, can come alongside the wharves. Three cranes, two with a lifting power of 3-1/2 tons each, and the other with a capacity of 1-1/2 tons, are located on the dock. Two buoys have been installed at dangerous places in the harbor to indicate the submerged wreck of an antique gunboat and to point out the channel.

Port-de-Paix is open to foreign steamships, and an excellent anchorage is found here as the harbor is protected against the north-

Military Dept. of the West, Con't.
600 Section.

west winds by the Island of Tortue. However, the wharf is a wooden structure in a poor state of repair, with no cranes or other lifting device installed thereon, which renders the landing of heavy loads difficult and dangerous.

Saint Marc harbor is very deep and is visited by the larger steamships. However, this harbor has no wind break, and sail boats that anchor here are often thrown on the shore due to the violence at times of the northwest winds. An excellent concrete wharf is located at the Customs House, but the crane installed thereon has only a lifting capacity of about 450 pounds.

Lakes:

There are no lakes in the department.

Agriculture:

Agriculture is the most important source of income of this department, and takes in the growing of foodstuffs and the breeding of domesticated animals. Coffee is produced in quite large quantities in the Communes of Port-de-Paix, St. Louis-du-Nord, Jean Rabel, Terre Neuve, St. Michel de l'Attalaye, Marmelade and Verrettes. The soil of these places, damp enough, allows a considerable production of coffee. Cotton also is one of the principal products, and is grown in the Communes of Jean Rabel, Bombardopolis, Verrettes, Gonaives and Dessalines. Rice is grown in fairly large quantities in the vicinity of the Artibonite and Estere rivers. Sugar cane and tobacco are grown in the vicinity of Verrettes, and Bombardopolis, and other places of like climate, favorable to their production. Bananas, though not so important as the other products mentioned, are grown to quite some extent in the Commune of Mole Saint Nicolas, in spite of the dryness of the land in that vicinity. In Communes where pasturages exist, cattle, sheep, goats, and like animals graze at will, usually with little attention being given to them by the owners except when milk is needed, or when one or more are to be sold or slaughtered. Chickens and turkeys, with some guinea hens, are raised by practically all the inhabitants in a like manner.

Industry:

It is said that there are copper mines in the section of Lalomas and at Terre Neuve in the neighborhood of Bassin, and also a gold mine in the heights of Polva (District of Port de Paix), but they are not active at present. The operation of the Terre Neuve copper mine has been started several times, as late as 1929, but has always been abandoned shortly afterwards for one reason or another, usually because of its poor location and transportation facilities.

Military Dept. of the West, Con't.
600 Section.

Factories: With the exception of the lard factory of St. Marc, where a lard substitute is manufactured from cotton seed, there are no factories of importance. A considerable number of small factories are scattered here and there throughout the Department, but these are, for the most part, the distilleries and ice plants of Gonaives, Saint Marc, and Port-de-Paix.

Commerce:

The principal imports of the department are manufactured articles such as agricultural tools and implements, food stuffs, pharmaceutical substances and cloth, shipped from the United States and France. The exports are, for the most part, coffee, cotton, and hides, and these are shipped principally to France and the U.S.

Communications:

There is only one railroad in the department. The Compagnie Nationale des Chemins de Fer d'Haiti, whose main terminal is located in the city of Port au Prince, stops at Montrouis, Deluge, Lenrezac, Pierre Payen, Bois Neuf, Supplice and St. Marc, from which point a branch extends to Gros Morne, Pont Sonde, Moreau, Liancourt, Payen, Mirault, Petite Riviere, Deschappelle and Verrettes. The distance from St. Marc to Montrouis is about 21 miles, and from St. Marc to Petite Riviere 17 miles, while the distance from St. Marc to Verrettes is 39 km. Automobile roads connect all the important towns of the districts and sub-districts, and even some of the outposts. However, in the rainy season, most of these roads are impassable for hours at a time. Trails cover the whole department and lead to all the towns and even the less important market towns, and are usually passable at all times of the year for pedestrians and animals.

Population:

The population of the Military Department of the West is estimated at about 600,000 inhabitants, composed almost entirely of Haitians, with a foreign population of only about 300 composed of Germans, Syrians, Jamacians, French, and a few naturalized American Syrians.

Bandit Areas:

The whole chain in the northwest, and the Montagnes Noires are places best suited to the free display of bandit activities. Former revolutionary troubles firmly support this opinion in that gangs of "cacos" who so often infested the country and the towns came out of places situated in the heights where government troops could with difficulty locate them, even though they were conducted

Military Dept. of the West, Con't.
600 Section.

by cunning guides. The bandits favorite places of encampment were chiefly the place called "Paul" situated on Arana Hill, in the vicinity of Laciéras, near Dessalines and Tete Diegue, small neighboring plateau of the section of Mamont. In the District of St. Marc, they used to remain more frequently in the hills of Perodin, La Chapelle and Verrettes.

ADDENDA:

The outpost of L'Attalays will be abandoned on 1 November, 1932.

The outpost of LaVictoire will be abandoned on 1 Nov., 1932.

The Sub-District of St. Raphael, District of St. Michel, consisting of St. Raphael, Ranquette and Pignon, is transferred to the District of Grande Riviere, Military Department of the North, effective 1 November, 1932.

The District of St. Michel, minus the Sub-District of St. Raphael, will be transferred to the District of Gonaives, and will be known as the Sub-District of St. Michel, effective 1 Nov., 1932.

An outpost at Baie-de-Henne, Sub-District of Jean Rabel, District of Port-de-Paix, was ordered established on 28 September, 1932, which orders were confirmed in Garde d'Haiti General Order No. 4, dated 29 September, 1932.

All the above changes were made in compliance with instructions contained in Garde d'Haiti General Order No. 4, dated 29 September, 1932.

MILITARY DEPARTMENT OF PORT AU PRINCE
(600 Section)

Garde d'Haiti Distribution:

The Military Department of Port au Prince comprises the following districts of the Garde d'Haiti:

	<u>Officers</u>	<u>Men</u>
Department Headquarters	3	--
District of National Palace	3	100
District of Caserne Dartiguenave	9	229
District of National Penitentiary	5	83
District of Police	13	239
District of La Gonave	1	23
District of Petionville	6	115
District of Jacmel	7	107

Boundaries:

The Military Department of Port au Prince, the most important and densely populated of the five departments is bounded on the north by the Military Departments of the West and of the Center, on the east by Santo Domingo, on the south by the Caribbean Sea, and on the west by the Military Department of the South, and the Gulf of La Gonave.

Aspect:

The area of this department, which includes the physical districts of Port au Prince, Petionville, Jacmel, and the island of La Gonave, is estimated to be 1,600 square miles. With the exception of two plains, this department is very mountainous. The Plain of l'Arcahaie, located in the northern section of the department, is a comparatively narrow strip of land between the Bay of Port au Prince and a range of mountains to the northeast known as the Matheux Chain which rise to a height of approximately 3,500 feet. This plain, which contains about 15 square miles, and is about 25 feet above sea level, is very fertile and well irrigated from the water of three small rivers that rise in the mountains to the northeast. The other plain, known as the Cul de Sac, is only about 15 feet above sea level, and runs from the Bay of Port au Prince east to the Dominican Border. It is bounded on the south by the La Selle Mountain Range, and on the north by the La Trou d'Eau Range. This plain contains approximately 100 square miles, and is very fertile, being well irrigated by water from the rivers Grise and Blanche, and springs in the foothills. Artesian wells with pumps also supply water for irrigation purposes. This department contains the La Selle Mountain Range, which is the highest in Haiti, rising to a maximum height of 8,800 feet in the Mountain La Selle peak, and averaging approximately 6,000 feet. This range runs ap-

Military Dept. of Port au Prince, Con't.
600 Section.

proximately the entire length of this department from east to west and takes up over a third of the area. It ends abruptly at the southern boundary by forming high chalky cliffs overlooking the Caribbean Sea. The only other mountain range on the mainland in this department runs generally along the northern boundary of the department, and has an average altitude of approximately 3,000 feet.

Islands:

The Island of La Gonave, in the Gulf of La Gonave, is approximately 40 miles long by 8 miles wide, pointing directly into the Bay of Port au Prince. The entire Island is made up of mountains and small plains. The axis of the Island extends from northwest to southeast, almost paralleling the shore and the structural features of the mainland from Cap St. Marc southeastward to the Cul-de-Sac Plain. The western point of the island is about due north of Anse-a-Veau, and southwest of Saint Marc, while the eastern point of the island is northeast of Miragoane, northwest of Leogane and south of Mont Rouis. The southeast half of the island contains a ridge along the south coast, an interior dissecting plateau at an altitude of 985 to 1650 feet above sea level, and a dissecting plateau along the north coast extending from sea level to an altitude of 985 to 1315 feet above sea level. The area of the island is approximately 320 square miles. There are no rivers or lakes on La Gonave, and but one small harbor, located at Anse-a-Galets, whereat a crude rock dock has been constructed which can only accommodate two sailboats at a time during high tide.

Rivers:

There are no navigable or large rivers in the department of Port au Prince but there are numerous small mountain streams that rise and fall very rapidly in the rainy season. The small rivers Des Matheux, Courjolle and Bretelle rise in the Matheux and flow southwest across the plain of l'Arcahaie into the Bay of Port au Prince, furnishing sufficient water to well irrigate this plain. The small rivers Saleillet and Du Ford rise in the north slope of the La Selle range and flow across the plain of the Cul-de-Sac where most of their waters are consumed in irrigation, the small residue flowing into Lake Saumatre. River Blanche rises also in the La Selle mountains and flows across this plain, finally emptying into Lake Trou Caiman. River Grise rises in the La Selle range and enters the plain of the Cul-de-Sac at Bassin General, thence flowing in a westerly direction into the Bay of Port au Prince. The small rivers Saltrou, Guillaumone and Marigot rise on the southern slope of the La Selle range and flow nearly due south into the Caribbean Sea. The largest river in this department is Grand Riviere which rises on the southern slope of the La Selle range and

Military Dept. of Port au Prince, Con't.
600 Section.

flows into the Caribbean Sea at Jacmel. It has two small tributaries which join it about 2 miles north of Jacmel. These tributaries are the La Gosseline river which flows down from the northeast, and the La Gauche which joins from the northwest.

Harbors:

This department has one large, one comparatively small, and four small harbors; Port au Prince, the capital city, has the most important harbor of Haiti. Mountains to the north and south of this harbor and the island of La Gonave to the west with its mountains give protection from the prevalent hurricanes of the West Indies. This harbor is large enough to accommodate the United States Battle Fleet, and has docking facilities for three large and two small transports. A narrow-gauge railroad runs out on the dock to facilitate the handling of cargoes and a crane of 30 tons capacity is available. The harbor at Jacmel is comparatively small, being able to accommodate only about 4 transports or merchant ships. It is not particularly well landlocked and a blow from the southeast makes it untenable. There is no dock except for small boats and cargoes; must be unloaded by lighters, 32 of which are available. The four small harbors are to the northwest of Port au Prince in Port au Prince Bay. They are suitable for small boats only, and have no facilities for loading or unloading except that a few small sailboats are usually available. They are located at Source Matelas, Cabaret, Arcahaie and Luly, and are used principally by native sailboats plying between the Island of La Gonave and the mainland.

Lakes:

Lake Sumatra, the largest lake in Haiti, is located at the eastern end of the plain of the Cul-de-Sac. A few native dugouts and crude skiffs are the only facilities of travel on this lake which covers approximately 40 square miles. Its water is brackish. Lake Trou Caiman is located 5 miles west of Lake Sumatra in the Plain of the Cul-de-Sac. It also contains only a few dugouts and crude skiffs for transportation. It is much smaller than Lake Sumatra, covering approximately 5 square miles.

Agriculture:

The principal crops of this department are sugar cane, coffee, corn, petit-mil, sweet potatoes, congo beans, plantains, rice, bananas, oranges, mangoes and tobacco.

Industry:

Haiti is essentially an agricultural country and there are no mines in this department, and but few factories. The Haitian

Military Dept. of Port au Prince, Con't.
600 Section.

American Sugar Company has an up to date mill at Port au Prince, Cigarettes, lard, soap, beer, coca cola and other soft drinks are manufactured in Port au Prince. With the exception of sugar, practically all manufactured articles are made in small quantities for home consumption.

Commerce:

Exports: The principal exports from the ports of this department, are coffee and cotton to France and Germany. Molasses and sugar are exported to the United States. A small amount of cotton seed, log wood, cacao and honey is also exported. The bulk of all exports go to France, Germany and the United States.

Imports: The principal imports are cotton goods from England, salt fish from Canada, lard, butter, rice, gasoline, oils, cement, machinery, motor cars and trucks, tobacco, chemical and pharmaceutical products from the United States. About 60% of the imports come from the United States.

Communications:

Railroads: There are two railroad companies operating in this department, both out of Port au Prince. One, the Compagnie des Chemins de Fer de la Plaine du Cul de Sac, and the other, the Compagnie Nationale des Chemins de Fer d'Haiti. The Cul-de-Sac line has a total of 50 miles of tracks, running north and south out of Port au Prince. The line running south is about 21 miles long and ends at Leogane, with intermediate stations at Mariani, Gressier and Brache. The line running north turns east at Croix-des-Missions and runs into the Cul-de-Sac Plain as far as l'Etang. It is about 28 miles long and has intermediate stations at Croix-des-Missions, Croix-des-Bouquets and Thomazeau. There is one passenger train a day both ways from Leogane to Port au Prince. There is also a daily train between Port au Prince and l'Etang. Both of these lines, however, were built essentially for the transportation of sugar cane from the plantations to the mill of the Haitian American Sugar Company. The Chemin de Fer d'Haiti, also known as the McDonald Railroad Company, operates between Port au Prince and Verrettes, with intermediate stations at Pont Casse, Auguste, Boca, Arcahaie, Luly, Mont Rouis, Bois Neuf, Saint Marc, and Petit Riviere de l'Artibonite. There is a daily passenger service both ways between Port au Prince and Saint Marc, and on Tuesdays, Thursdays, Saturdays, the train goes through Saint Marc to Verrettes, returning on Mondays, Wednesdays and Fridays. All trains stop at Source Matelas for water, and make frequent stops along the line to take on wood for fuel.

Military Dept. of Port au Prince, Con't.
600 Section.

Roads: The main automobile road of Haiti, which connects Port au Prince with Cape Haitian, and Port au Prince with Cayes, runs through this department, generally speaking, along the sea coast. This road enters this department from the north near Mont Rouis and continues on to Port au Prince, passing through l'Arcahaie, Cabaret, Mon Repos and Croix-des-Missions. At Mon Repos, it is joined by the main highway leading into the Military Department of the Center via Morne-a-Cabrit. This highway goes through Mirebalais, Las Cahobas, with one branch continuing on to Hinche, and the other to Santo Domingo via Belladere.

The Port au Prince-Cayes part of the main arterial highway leaves Port au Prince going west along the seacoast passing through Bizoton, Carrefour, and leaving this department just west of Gressier. These roads are all gravel and clay surface, approximately 24 feet wide and passable for travel by automobile at all times. There is also an excellent macadam road from Port au Prince to Petionville which then continues on to Kenscoff with a clay and gravel surface. There is a road from Port au Prince into the Cul-de-Sac Plain which becomes impassable after heavy rains. This road turns off of the main highway going north, just south of Croix-des-Missions at a small Garde outpost known as Cazeau. It goes through Croix-des-Bouquets on the Ganthier and Fond Parisien, with many side roads leading into the sugar plantations and small habitations. There is a clay road from Port au Prince to Jacmel which is being constantly improved and will soon be passable in all weather. This road branches off of the main Port au Prince-Cayes highway about 4 miles east of Grand Goave. Numerous trails lead from Port au Prince into the mountains and into the Plain of the Cul-de-Sac. They are passable on foot and horse only.

Population:

The population of the Military Department of Port au Prince is estimated roughly as 200,000 natives and 2,500 foreigners. Port au Prince, the capitol of the Republic, and the largest city in Haiti, has a population of approximately 100,000 natives and 1,500 foreigners. Jacmel, the second largest city in this department has approximately 10,000 natives and 50 foreigners. The estimated population of other cities and towns in the department of Port au Prince is: Bainet 4,000 natives, 25 foreigners; Saltrou 2,000 natives, 10 foreigners; Anse-a-Pitres 200 natives, 5 foreigners; Cotes-de-Fer 300 natives, 5 foreigners; Petionville 2,000 natives, 150 foreigners; Arcahaie 1,500 natives, 10 foreigners; Croix-des-Bouquets 1,000 natives, 20 foreigners.

Military Dept. of Port au Prince, Con't.
600 Section.

Bandit Area:

There are no bandits in this department. From a historical standpoint, the Plain of the Cul-de-Sac was used as a rendezvous for bandits years ago when an attack on Port au Prince was contemplated.

THE DISTRICT OF CASERNE DARTIGUENAVE

601

Boundaries:

This District is bounded on the north by the River Grise from the bay to a point NW of Freres, thence SW to a point 1 kilometer north of Petionville, then west to Gro Mornes, SW to Carrefour Labaule to River Froide, west along the river for 3 kilometers, south to top of range (Paurey), east along top of range to Godet, West along branch of River Momance to head of main river, southwest to base of Morne La Selle Range touching head of La Gossibine River, northwest to Barvier and Mt-Barvier, east of Mt-Malange to River Momance, northwest along river to irrigation ditch, northeast to Tapion River, follow Tapion River into the bay. See map.

Aspect:

The main mountain range runs generally along the south boundary, running east and west. The rise begins from 1/2 to 2 miles from the sea. The highest points are Mr-Noures, 1800 feet, Mt-Malange, 1500 feet and Mr-Fourney, 1000 feet. The plain east and north of Port au Prince, called the Cul de Sac, contains 96,000 acres and has a good system of irrigation and drainage.

Rivers:

River Grise flows from the mountains near Rampart through the District, across the Cul de Sac, and into the Bay. This river is the main source of water for the irrigation supply for the Plaine de Cul de Sac. River Froide flows from a point near Mt-Noures, NW into the Bay. River Momance, with a source near Gadet, runs NW into the bay at a point between Leogane and Gressier. These are not navigable, and contain but few small fish. During the dry seasons, they are practically absorbed for irrigation purposes.

Harbors:

The harbor at Port au Prince can accommodate three ships at dock at one time, of the Panama Line type. Narrow gauge railroads runs out on the dock to facilitate loading and handling of cargo.

Agriculture:

The principal crops are cotton, coffee and sugar. They also raise oranges, mangoes, beans, rice, cocoa and grapefruit. The coffee is mainly an upland crop while cotton and sugar abound in the valley lands. Sisal for the production of rope prospers in the valley lands where it is more arid.

SCALE

0 1 2 3 4 5 6 7 8 9 10 KM.



Industry:

There is no mining in Haiti. The Hasco Company has a large modern sugar mill located at Port au Prince. Cane for the mill is transported by rail. The mill has a capacity for 490,000 pounds daily. Coffee, cotton, sugar and sisal for rope are the principal exports. Wheat, dried fish, and hardware are the principal imports.

Communications:

The National Railroad Co., has a narrow gauge road which runs N as far as Saint Marc. The Hasco Company has a narrow gauge road that runs N to Source Matelas and S to Leogane. This latter road also penetrates the Cul de Sac as far E as Lake Sumatra.

Population:

Port au Prince: 100,000 with about 1,500 white foreigners.
Cazeau: 100 natives.
Carrefour: 500 natives.
Gressier: 500 natives.

The rural districts are thickly populated thruout.

Bandit Area:

The mountain areas are the only prospective location for bandit groups.

General:

The District is about 25 miles long and half as wide in the area running S of Carrefour. The only railroad station in the district is at Gressier. There are numerous sidings used for loading of sugar cane. Very few passengers are carried.

Camp Sites:

Good camp sites are plentiful in this district as the stream are short mountain streams, terrain is rolling, soil sandy and many clearings suitable for camps are available. At Carrefour there is a camp site that would accommodate 100 men with buildings for store-rooms. At Diquini, one and one-half miles W of Carrefour there is a club house and grounds suitable for the camping of 100 men. At Damien, 1/2 mile N of Cazeau, there is a camp site that would accommodate 1,000 men, and buildings that would billet 500 more. In each of the above mentioned camp sites there is plenty of water, level cleared ground of sand and gravel compositions, with almost natural drainage.

Military Dept. of Port au Prince, Con't.
600 Section

DISTRICT OF PETIONVILLE:

Garde Distribution:

See Petionville, Cities and Towns Section, Section 601.

Boundaries:

The District of Petionville consists of 5 Sub-Districts.

- | | |
|-----------------|------------------------|
| (a) Petionville | (b) Croix des Bouquets |
| (c) Arcahaie | (d) Cornillon |
| (e) Ganthier | |

The District is bounded on the north by the Districts of St-Marc and Las Caobas, on the east by the Republic of Santo Domingo, on the south by the District of Jacmel and on the west by the District of Caserne Dartiguenave and Canal St-Marc.

Aspect:

The area of the District of Petionville is estimated at 700 square miles. It consists of two plains, the plain of Arcahaie, and the plain of Cul de Sac. These plains are low, being but 10 to 25 feet above sea level. The plain of Arcahaie, is located at Arcahaie, is relatively a small plain, having an area of approximately 10 square miles in area. The mountain range to the east of this plain is approximately 3,500 feet high. The plain of Cul de Sac is located between Lake Sumatra and the Bay of Port au Prince. It is about 100 square miles in area. This plain is very fertile, being irrigated by the waters of the Rivers Grise and Blanche, and from springs near the foothills. There are also many wells and pumps which supply water for irrigation purposes. The mountains surrounding the plain average about 3,000 feet in altitude. The high range to the south of the plain, the La Selle Range, rises to a height of 8,800 feet, averaging approximately 6,000 feet. One mountain, Mt-Trou d'Eau, northeast of this plain, rises to 4,000 feet.

Rivers:

River Grise rises in the La Selle Range, one branch near Furcy, and others in the foothills to the south. It enters the plain de Cul de Sac at Bassin Generale, passes into the District Caserne Dartiguenave between Croix des Bouquets and Cazeau. River Blanche rises in the slopes of the La Selle Range to the east of the River Grise and is fed by many small streams. This water is almost totally used up for irrigation purpose before the stream finally empties into Lake Trou Caiman. River Fond has its source in the La Selle Range to the east of the River Blanche, is fed by several small springs, but reaching the foot of the mountain runs into the ground and disappears. After heavy rains this river flows through Fond Parisien into Lake Sumatra. River Soliette rises in the slopes of the La Selle Range to the east of the River Fond, consisting of three main branches,

Military Dept. of Port au Prince, Con't.
600 Section

DISTRICT OF PETIONVILLE: (CONTINUED)

Rivers: (Continued)

forming a swift mountain stream and flows into Lake Sumatra to the east of Fond Parisien. River Froid has three branches rising in this district. One southeast of Petionville and back of Mount-hospital, one at Rendez-vous near Kenscoff, and one at Furcy. River Marigot has its course in the section of Nouvelle Tourraine, south of Furcy on the south side of the La Selle Range and runs into the sea about one mile east of Marigot. River Bretelle rises at Orangers, and is a small mountain stream. It runs generally southwest and at the town of Betelle forms two branches, one running into the Bay of Port au Prince at Source Matelas and the other at Cabaret. The branch at Cabaret is dry during the dry season, and that at Source Matelas is almost so. River Cassal rises at Mardi Gras, to the north of Oranger and parallels the River Bretelle, running into the sea one mile west of Cabaret. River Couriollie rises in the foothills of the Des Mathoux Mountains to the northeast of Arcahaie and runs southwest into the Bay of Port au Prince. During the dry season all water in this river is used for irrigation purposes. River Des Mathoux rises in the Des Mathoux Mountains and runs southwest into the Bay of Port au Prince west Arcahaie. This river is also entirely used in irrigations. River Mont Rouis rises in the mountains to the northeast of Luly, running generally southwest, entering the sea near the town of Mont Rouis.

Harbors:

There are four small harbors in the district, all are of practically the same size, suitable for small boats only. These are located at Source Matelas, Cabaret, Arcahaie and Luly. There are no docks, cranes, or other unloading facilities, except that there are usually a number of small boats in the harbors. Of the harbors above mentioned, that at Source Matelas is the best sheltered.

Lakes:

Lake Sumatra, the largest lake in Haiti, is located at the eastern end of the plain Cul de Sac, is navigable, but contains no boats, docks or other facilities for transportation bywater. The water is brackish. The area of this lake is approximately 40 square miles and the average width is about 2 miles. The actual depth is not known. Lake Trou Caiman, located five miles west of Lake Sumatra in the Cul de Sac Plain, is not navigable except by small rowboats or rafts. This lake was dry from 1922 to 1931, but filled up then, and there is an average depth of six feet at this time.

Military Dept. of Port au Prince, Con't.
600 Section

DISTRICT OF PETIONVILLE: (CONTINUED)

Agriculture:

Throughout the District the following crops are grown; Sugar cane, coffee, corn, petit-mil, sweet potatoes, plantains, bananas, and many other kinds of fruits, beans, rice. These are grown everywhere except for coffee which is not grown on the plains. Special vegetables, such as string beans, beets, celery, parsley, parsnips, peas, etc., are grown in quantity south of Petionville. This District furnishes approximately all of the foodstuffs used in Port au Prince. The Sub-District of Petionville grows principally vegetables and coffee. The principal products of Arcahaie are beans, plantains, fruits and petit-mil. Croix des Bouquets furnishes sugar cane, beans, petit-mil and corn. Cornillon furnishes coffee, beans, native rice and corn. Ganthier supplies coffee, corn, petit-mil and beans.

Industry:

Mines: none. Factories: none.

Commerce: All miscellaneous articles made and crops grown in excess of home requirements are sent to Port au Prince. These items are sent by truck, carried on the heads of natives, by pack animal or by sailboat from Source Matelas, Cabaret, Arcahaie & Luly.

Communications:

Railroad: There are two railroads in this District:-
P.C.S. - Plain of Cul de Cas and the National Railroad Company. The National Railroad enters this district at River Grise, has stations at Pont-Casse, Auguste (Cabaret), Ecole, Arcahaie, Luly and passes into the District St-Marc at Mont Rouis. This is a distance of about 35 miles. Switches where trains may pass are located at Source Matelas, in addition to the stations mentioned above. The regular trains stop at many points along the line where there are no regular stations, and the stations, excepting the one at Arcahaie, which is 15 feet x 408 feet, are small shacks 8 feet x 10 feet. The regular train runs to Port au Prince and remains over night, returning the following day. The motor car from St-Marc arrives at Port au Prince at 10:00 A.M. each day, and leaves for St-Marc at Noon on the same day. The P.C.S. RR has stations at Tabarre, Croix des Bouquets, Loubet, Jeanne, Thomazeau and l'Etang (Manville). It enters the District where it crosses the River Grise, continuing to l'Etang, a distance of about 18 miles.

Roads:

The main automobile road, passable at all weather, Port au Prince - Gonaives and Port au Prince - Hinche Road, enters the District at Croix des Mission. At Bon Repos, this road branches, the

Military Dept. of Port au Prince, Con't.
600 Section

DISTRICT OF PETIONVILLE: (CONTINUED)

Roads: (Continued)

right or east branch is the Hinche Branch. At Pont Beudet a distance of about 4 miles from Croix des Mission, a right or south road leads to Croix des Bouquets, while the Hinche Road makes a sharp turn to the north. At the foot of Morne Cabrit or Butlerville Hill, as it is called, a distance of three miles from Pont Leudet, a road leads off to the right or east to Thomazeau and Gloire, a distance of 12 miles. This road is not passable for autos for a day or two after heavy rains, however, it is passable most of the year. The main road continues up Butlerville Hill and passes into the District of Las Cahobas close to Terre Rouge, about 11 miles from Bon Repos. The main Arcahaie - St.Marc - Gonaives Road continues straight from Bon Repos for a distance of 1 mile, where it turns sharply to the left or west, the road straight ahead, leads to Montet or the old remount station, about 1 mile. The main road crosses the National Railroad several times, passing thru Cabaret and then Arcahaie, a distance of 21.5 miles from Bon Repos. This road continues thru Arcahaie, passing into the District of St-Marc at Mont Rouis, a distance of about 15 miles. At Arcahais there is a road leading to the right or northeast for a distance of about five miles to La Digne. At a point 6 miles beyond Arcahaie on the main road, a road leads west to the town of Luly a distance of about .8 mile. At Cazeau a road to the east from the Port au Prince - Gonaives Road to Croix des Bouquets enters this District at River Grise. At Croix des Bouquets, two miles from River Grise, this road branches into three: to the right or southeast four miles to Bassin Generale; and again at this point to the right or southwest into a bull-cart road to Caille Frere and from there into an automobile road to Petionville, joining the main Port au Prince at the market in Petionville. Straight ahead to Ganthier and Fond Parisien a distance of 18 miles. An extension of this road to Fond Verrettes is now under construction. To the left or north, 2 miles to Pont Beudet on the main Hinche Road. From the Croix des Bouquets - Ganthier Road at a point three miles from Croix des Bouquets there is a road leading to the right or south called the River Blanche Road, about two miles long. At a point two miles further on, where the Ganthier Road turns sharply to the right or south, the road straight ahead is a bull-cart road to Thomazeau, about 4 miles. From the Ganthier Road there are about 20 to 30 bull-cart roads leading into cane fields or habitations and also joining the Croix des Bouquets - Thomazeau bull-cart road which follows the railroad leaving Croix des Bouquets at the northeast end of town. This road is about 8 miles long. There is another bull-cart road leaving the Hinche Road at a point .4 mile north of Pont Beudet, joining the Morne Cabrit - Thomazeau Road at a point 2 miles from Morne Cabrit. There is a bull-cart road from Thomazeau to Ganthier. The Main Port au Prince Kenscoff Road enters this District at Gros Morne and continues through Petionville to a point one and one-half miles beyond Kenscoff, a distance of 13 miles from Gros Morne. This road has been traced

Military Dept. of Port au Prince, Con't.
600 Section

DISTRICT OF PETIONVILLE: (CONTINUED)

Roads: (Continued)

for a distance of ten miles beyond Kenscoff towards Jacmel thru the section Nouvelle Tourraine, but no work is being done on the road at this time.

Trails:

The District is a network of trails. There are five main trails leading from this District crossing the Morne La Selle Range; 1st-Leaving Petionville passing Kenscoff, Furcy, Nouvelle Tourraine, to Marigot. 2nd-Bassin Generale, Trou Coucou to Saltrou; 3rd-From Fond Parisien to Bodary crossing the range at 7,200 feet altitude. This trail leaves the Fond Parisien - Fond Verettes Trail one hour out of Fond Parisien. 4th-Fond Parisien - Fond Verettes - Crainy to Bodary. 5th-From Fond Verettes, Ti Source, Savanne Zombe, Royer to Anse a Pitres. The main trail to Cornillon leaves the automobile road at Thomazeau, from this trail there are two trails, one leading south to Gloire, and one to the north thru Marche Canad to the main Hinche Road between Mirebalais and Las Cahobas. A branch of this trail leads to Portino, Marchs Colombier and St-Pierre. There is another trail direct from Cornillon to Gloire, cutting south from Cornillon. The Thomazeau - Cornillon trail continues to St-Pierre and on to the Dominican Border. There is a trail from St-Pierre to Savanette and one from the market at St-Pierre to Las Cahobas. There is a trail leading from the Thomazeau - Cornillon trail at the mid point, running along the north slope of Mt. Trou Deau, passing Terre Rouge and Orangers to Saut d'Eau. There are five trails leading south from this trail; one to Thomazeau, one to the foot of Morne Cabrit, one to Monter (Remount Station), one to Cabaret passing Bretalle and one thru Casal to Cabaret. There is a back trail from Petionville to Ganthier passing Caille Frere, Bassin Generale and Roche Blanche.

Population:

The total District population is estimated as follows:

Sub-District of Petionville	25,000
Sub-District of Croix des Bouquets	30,000
Sub-District of Arcahaie	25,000
Sub-District of Cornillon	10,000
Sub-District of Ganthier	10,000

<u>Principal cities:</u>	<u>Native:</u>	<u>Foreign:</u>
Petionville	2,000	150
Arcahaie	1,500	10
Croix des Bouquets	1,000	20

Bandit Area: There are no bandits.

THE MILITARY DEPARTMENT OF THE SOUTH
600 Section

Garde d'Haiti Distribution:

The Military Department of the South comprises the following districts of the Garde d'Haiti:

	<u>Officers</u>	<u>Men</u>
District of Petit Goave	6	110
District of Jeremie	6	96
District of Aux Cayes	6	123
Department Headquarters	3	----

Boundaries:

The Military Department of the South is bounded on the north by the Gulf of La Gonave; on the south and west by the Caribbean Sea; and on the east by the Military Department of Port au Prince. This eastern boundary consists of the old Tapion River, whose mouth is about 6 miles east of Leogane, to the Momance River; thence in a southeasterly direction to the source of the Momance River; thence in a southwesterly direction for about 20 miles; thence in a westerly direction for about 20 miles; thence in a southerly direction along the Cotes-de-Fer River, and west of the town of Cotes-de-Fer.

Aspect:

The south is a mountainous peninsula extending in a westerly direction from the main part of the Island. This peninsula is approximately 140 miles in length and 45 miles in width at its widest part, from Roseaux to St. Jean-du-Sud. The principal mountains are: The La Selle, La Hotte and Les Cartaches. The La Selle range with its Mt. Malanga extends into the eastern part of the Department. From Mt. Malanga west to Trouin this range is very rugged. The La Hotte range extends west from Trouin and traverses almost the entire peninsula. It is the most rugged in the western part of the peninsula where the highest mountains are located. West from Trouin the mountains gradually increase in height until the highest point is reached, Mt. Pic-de-Macaya, 7,800 feet, about 20 miles south of Jeremie. From here the range slopes north and south to the sea, and west to the Grand Anse River, which divides the La Hotte range from the Cartaches range. The western neck of the peninsula contains the Les Cartaches range which slope abruptly to the Sea from Tiburon to Jeremie.

Malanga	5900 feet	S.E. of Leogane
Dumai	2500 "	S. of Grand Goave
Calumette	4400 "	S. of Petit Goave
Bonnete Carre	4200 "	N. of Aquin
Pic de Macaya	7800 "	S. of Jeremie

Military Dept. of The South, Con't.
600 Section.

Pic du Forman	7400 Feet N. of Coteaux
Desbarrier	3300 " S. of Jeremie
Pic de la Gde Colline	6800 " N. of Port-a-Piment
Rampe des Lions	2600 " S. of Jeremie.

There are six principal plains in the Department. All of them border on the north or south coast. They are the Leogane, Petit Goave, Baconnois, Aquin, Jacob and Torbeck. These latter two plains, in the vicinity of Cayes are often called the Plain of Cayes. The Ravine du Sud divides them.

Rivers:

The mountain ranges that extend through the length of the peninsula form a watershed from which numerous rivers and small streams have their source, flowing into the Gulf of La Gonave on the north and the Caribbean Sea on the south. These rivers and streams run a tortuous course from their source in the mountains to their outlets. During the rainy seasons the larger rivers overflow their banks in the lowlands. During the dry season the small rivers are practically dry. The large rivers are not navigable for power boats due to sand bars and reefs across their mouths. Some of the larger rivers are navigable during the rainy season for such small craft as dugouts and rafts a short distance from their mouths. The following are the principal rivers in the department: The Les Anglais; the Chardonnières; the Salée; the Port-a-Piment; the Damassin; the Coteaux; the Roche-a-Bateaux; the Anse-a-Juif; the Anse-a-Drick; the Port Salut; the L'Acul; the Torbeck; the Ravine du Sud; the I'llet; the Cavaillon; the St. Louis; the Moriseau; the Colline; the Calabasse; the Petite Sale; the Cotes-de-Fer; the Tiburon; the La Cahouanne; the Les Irois; the Anse-d'Hainault; the Abricot; the Grand Anse; the Guinaudee; the Voldrogue; the Roseau; the La Combre; the Glaces; the Salée; the Baraderes; the Anse-a-Veau; the Grand Riviere de Mippes; the Rochelois; the Caiman; the Grand Goave; the Estere; the Citronniers; the Homance; and the Estuaries.

Harbors:

Abricot: Accommodates shipping by sail boat only. No dock. No cranes. Very open and dangerous. Anse-a-Veau: Accommodates shipping by sail boat only. There is a dock made of wood about 16 yards long and 6 yards wide. It is in very poor condition. No cranes. Anse-d'Hainault: Accommodates shipping by sail boat only. No docks. No cranes. Aquin: This is a well protected harbor. There is a good anchorage for steamers about one mile off shore. Loading and unloading of ships is done by lighters, sculled by natives. There is a small wooden dock in very bad state of repair. There are no cranes on this dock. Very few steamers anchor in this harbor. Most of their exports are transported to Cayes. Log wood appears to be the

Military Dept. of the South, Con't.
600 Section.

only article of commerce taken aboard by steamers at this port.

Aux Cayes: This is a well protected harbor. It is crescent shaped and about two miles long. There is a good anchorage about one mile from the wharf in about nine fathoms of water. Loading and unloading of ships is done by means of lighters, sculled by natives. There is a wooden dock which is in bad state of repair. It is about 107 yards long and 16 yards wide. On the sea end of the dock there is a large g.i. covered shed belonging to the Customs Service. There is a crane on the dock made of heavy timbers. It is hand operated and has a lifting power of about five tons. In a heavy sea debarkation and embarkation with lighters is very difficult and dangerous.

Corail: Accommodates shipping by sail boat only. Small wooden dock in very bad condition. No cranes. Harbor is protected from north winds by Cayemette Island. Very difficult to enter without a pilot because of numerous reefs. Dame Marie: Accommodates shipping by sail boat only. Very well protected. Small wooden dock in bad condition. No cranes. Grand Goave: Accommodates shipping by sail boats only. No docks or cranes. Jeremie: Open harbor. Steamers anchor about 200 yards from the dock in 4-1/2 fathoms of water.

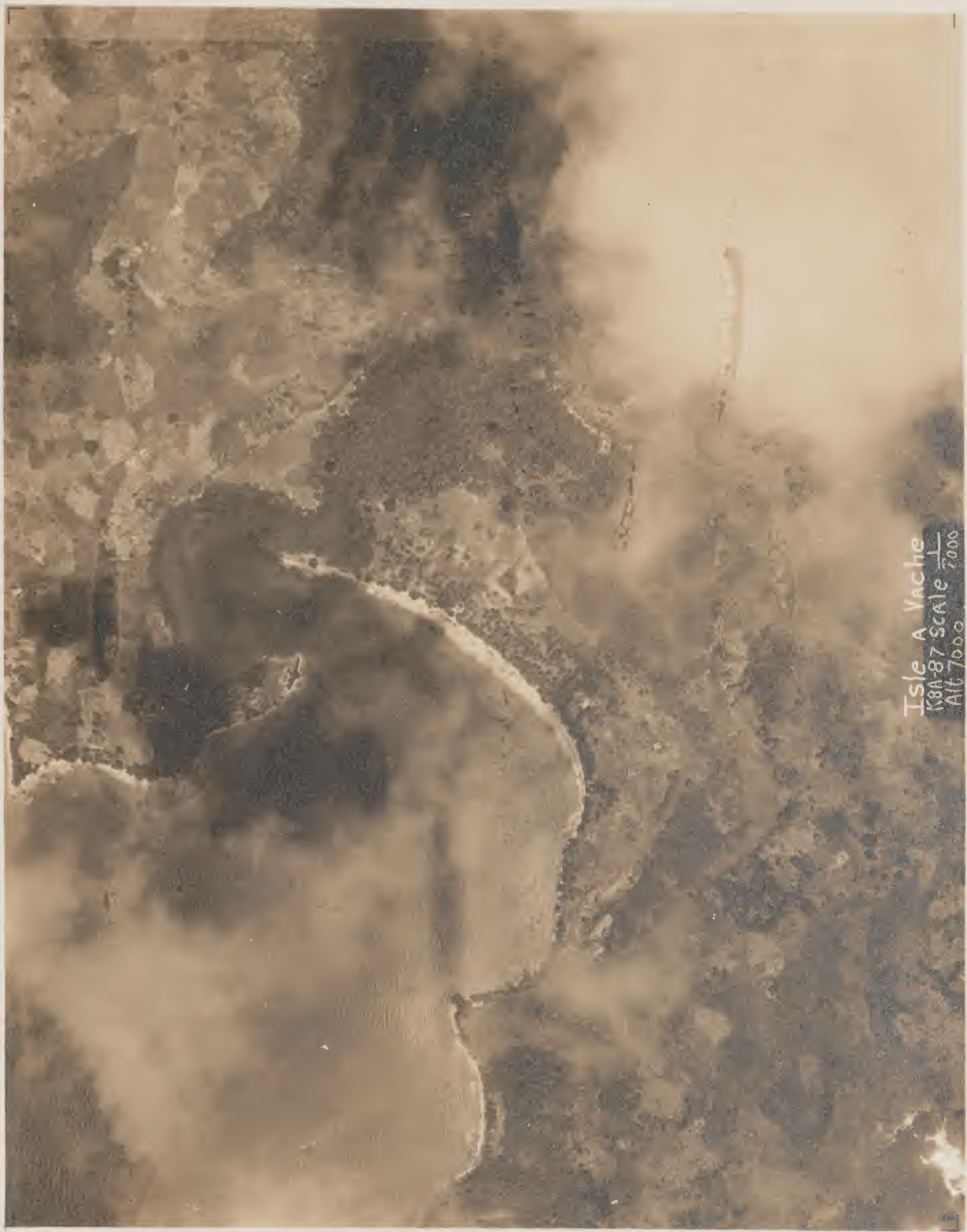
North winds come in without any warning. Necessary to always keep up plenty of steam. Loading and unloading done by means of lighters sculled by natives. Good concrete dock 74 yards long and 12 feet wide. Concrete stairway either side. There are three cranes on the dock. Two with a lifting power of 2-tons each, and one with a lifting power of 1 ton. All cranes are hand operated. Leogane: Accommodates shipping by sail boat only. No docks or cranes.

Les Anglais: Steamers can anchor about 100 yards off shore. The harbor is well protected from north winds. It is dangerous if the wind is from the southwest. The harbor is very deep and there are no reefs at its entrance. However, steamers never anchor here because there is no commerce. No docks. No cranes. Miragoane:

Large steamers tie up to the dock. Very difficult harbor to enter because of reefs. Harbor has very little protection from the open sea. Steamers very seldom remain over night. The dock is made of wood, and is about 20 yards long and 8 yards wide. It is in very poor condition. No cranes. Pestel: Accommodates shipping by sail boat only. Small wooden dock in very bad condition. No cranes.

Harbor is protected from north winds by Cayemette Island. Very difficult to enter without a pilot because of numerous reefs. Petit

Goave: Anchorage for large steamers about 200 yards from the wharf or dock. Dock made of reinforced concrete 150 yards long and 14 yards wide. Loading and unloading done by means of lighters sculled by natives. There are three cranes on the dock. One with a lifting power of 10 tons and two with a lifting power of 5 tons each. All cranes are hand operated. The harbor is well protected, being located in the Bay of Petit Goave. Petit Trou de Nippes: Accommodates shipping by sail boats only. There is a small wooden dock in very bad condition. No cranes.



Isle A Vache
K8A-87 Scale 1/2000
Alt 7000

Military Dept. of the South, Con't.
600 Section.

Saint Louis du Sud: Steamers can anchor about one mile off shore. The harbor is well protected from north winds. It is very dangerous if the wind is from the southwest. The harbor is very deep and there are no reefs at its entrance. However, steamers never anchor here because there is no commerce. No docks. No cranes.

Tiburon: Steamers can anchor about 100 yards off shore. The harbor is well protected from north winds. It is dangerous if the wind is from the southwest. The harbor is very deep and there are no reefs at its entrance. However, steamers never anchor here because there is no commerce. No docks. No cranes.

Lakes:

Douat: Located just west of Lake Laborde. Fresh water. Very shallow. No place over 4 to 5 feet of water. About 600 yards long and 400 yards wide. Not navigable. No fish. Of no apparent use. Water drains away into numerous small mountain streams.

Laborde: Sometimes called Cocoyer Lake. Located 10 miles north of Cayes. Fresh water. Very shallow. No place over 4 to 5 feet of water. About 900 yards long and 500 yards wide. No navigable. Of no apparent use. Water drains away into numerous small mountain streams. No fish.

Lachaux: Located just west of Lake Douat. Fresh water. Very shallow. Depth of water 3 to 5 feet. About 800 yards long by 400 yards wide. No fish. Not navigable. Of no apparent use. Water drains away into numerous small mountain streams.

Miragoane: Located on the main automobile road to Port au Prince. Approximately 10 miles west of the town of Petit Goave. Fresh water. Navigable for small craft. Abundance of water fowl. Banks under cultivation the greater part of the year. Rice, corn and sugar cane are grown. Approximately 3 miles long and 1 mile wide.

Pernele: Located on Mt. Macaya, north of Port-a-Piment. Fresh water. Depth of water from 3 to 5 feet. About 650 yards long and 300 yards wide. No fishing. Not navigable. Of no apparent use. Drains off into numerous small mountain streams.

Islands:

Two islands are located off the coast of this department. They are the islands of Cayemite and Ile-a-Vache. They are small in size, scarcely settled, and of no great significance. Ile-a-Vache is located southeast of Aux Cayes, southwest of Aquin, and about due east of Port Salut. It is approximately 9-1/3 miles long and about 2 miles wide. Ile-a-Vache is located north of Pestel, northeast of Corail, and northwest of Baraderes. It is approximately 7-1/2 miles long and 3 miles wide.

Military Dept. of the South, Con't.
600 Section.

Agriculture:

The principal products are coffee and cotton. There is very little cocoa under cultivation at the present time. Coffee plants are in abundance, especially in the fond-des-Negres, Pestel, Baraderes and Petit Goave sections. Cotton is not grown on a large scale. Native products such as rice, bananas, plantains, beans, sweet potatoes, sugar cane and mangoes are grown by the natives throughout the department.

Commerce:

Coffee, cotton, cocoa, hides, and honey are exported to the United States and Europe. Canned goods, soap, toilet articles, gasoline, kerosene, lumber, cement, and dry goods are imported from the United States, Porto Rico, and Europe.

Communications:

Railroads: There is a small narrow-gauge railroad from Port au Prince to Leogane operated and owned by the Haitian-American Sugar Company. The stations within the department are located at Sarthe and at the terminus in Leogane.

Automobile roads: Port au Prince-Aux Cayes: A two-way dirt road with hard surface of rock and gravel. Substantial bridges over all large rivers. Distance 125 miles. Passable throughout the year. Carre-Four, Fauche-Trouin: A two-way dirt road with hard surface of rock and gravel. No bridges. Streams are fordable except after a very heavy rain. Distance about 10 miles. This is part of the main road from Port au Prince to Jacmel. Miragoane-Petit Trou de Nippes: A two-way dirt road. No bridges. Streams are fordable except after a very heavy rain. During rainy season very muddy from Anse-a-Veau to Petit Trou de Nippes. Distance 34 miles from Petit Trou de Nippes to Miragoane. Vieux Bourg-Cotes de Fer: A two-way dirt road. No bridges. Streams are fordable except after a very heavy rain. Muddy and slippery after rain. Distance 25 miles. Vieux Bourg-L'Asile-Cavaillon: A two-way dirt road. Impassable after a heavy rain due to the fact that it becomes very muddy and slippery. Distance 42 miles. Cavaillon-Baraderes: One-way dirt road. Newly constructed. Steep and rough over the mountains. Impassable after a heavy rain. Distance 23 miles. Cayes-Camp Perrin-Roseaux-Jeremie: Two-way dirt road from Cayes to Camp Perrin. One-way newly constructed dirt road from Camp Perrin to Roseaux. Steep and rough over the mountains. Impassable after a heavy rain. Two way dirt road from Roseaux to Jeremie. Impossible to ford the Roseaux and Voldroque Rivers after a heavy rain. Jeremie-Moron-Chambellon: Two-way dirt road. Impassable from Moron to Chambellon after a heavy rain. Distance from Jeremie to Moron 15 miles; Moron to Chambellon 9 miles.

Military Dept. of the South, Con't.
600 Section.

Jeremie-Numero Deux: Two-way dirt road extending for a distance of nine miles west of Jeremie. Impassable after a heavy rain due to the fact that it becomes muddy and slippery. Cayes-Torbeck-Port Salut: Two-way dirt road to the L'Acul River. No bridges. Torbeck and L'Acul Rivers unfordable after a heavy rain. One-way dirt road from L'Acul River to Port Salut. Distance from Cayes to Port Salut 23 miles. Cayes-Ducis: One-way dirt road after leaving the Cayes-Jeremie road. Very difficult for automobiles in dry season due to its narrow and rocky nature. Impassable after heavy rain. Distance 12 miles.

Cart Roads: All roads passable by automobile are passable for bull carts. The same information regarding the rainy season applies to bull carts. None of the trails are passable for bull carts. Torbeck-Chantal, and Ducis-Carre Four, Canot, are passable for bull carts during the dry season but they are never passable for automobiles.

Trails: Trails would be passable for machine gun and 37 millimeter carts with difficulty. It would probably be necessary to break them down and carry them by hand or pack over the narrow, rocky parts of the trail. Trails as follows:
Petit Trou de Nippes-Baraderes: Very mountainous and narrow in places. Slippery after a rain. Traveling time, by mount, about 5 hours.
Baraderes-Pestel: Low places covered by water after a rain. Very mountainous in places. Traveling time, by mount, about 5 hours.
Pestel-Corail: Very steep and mountainous at both terminals. Traveling time, by mount, about 3 hours. Corail-Roseaux: This trail connects with the Cayes-Jeremie road 4 miles southeast of Roseaux. Traveling time, by mount, from Corail to the main road is about 3 hours. An automobile road is now being constructed from the main road to Corail. It is expected that it will be finished in August, 1932. Jeremie-Abricot: Very rocky. Slippery after a rain. Traveling time, by mount, about 4 hours. One hour may be saved by taking an automobile to Numero Deux, west of Jeremie. Abricot-Dame Marie: Mountainous and rocky. Very narrow in places. Slippery after a heavy rain. Traveling time, by mount, about 4 hours. Dame Marie-Chambellon: Very rocky and steep over the Cartaches Mountains. Traveling time, by mount, about 3 hours; connects up at Chambellon with the automobile road to Moron and Jeremie. Dame Marie-Anse d'Hainault: Mostly level along the shore. Traveling time, by mount, about 2 hours. Anse d'Hainault-Tiberon: Very mountainous and narrow in places, especially over the mountains northwest of Tiberon. Very slippery after a heavy rain. Traveling time, by mount, about 5 hours. Tiberon-Jeremie: Very little used as a direct route to Jeremie. It extends in a northerly direction, crossing the La Hotte Mountains. Is very mountainous and rocky. Slippery after heavy rain. Traveling time, by mount, about 12 hours.

Military Dept. of the South, Con't.
600 Section.

Trails, Con't.----Les Anglais-Jeremie: Extends in a northerly direction crossing the La Hotte Mountains. Very mountainous and rocky. Slippery after a heavy rain. It is used by the Priest at Les Angles. Traveling time, by mount, about 10 hours.

Les Anglais-Port a Piment: Mostly level along the shore. Traveling time, by mount, about 2 hours. Port a Piment-Jeremie: Extends in a

northerly direction crossing Mont Pic de Macaya. Very steep and mountainous. Slippery and impassable after a heavy rain. Traveling time, by mount, about 15 hours. Port a Piment-Port Salut: Mostly

level along the shore. A few rocky and steep places. Traveling time, by mount, about 4 hours. Carre Four, Joutte, St. Jean du Sud:

Very rocky and narrow. Slippery after a heavy rain. Connects with the Cayes-Port Salut road at Carre Four Joutte, at the L'Acul River. Traveling time, by mount, about 1-1/2 hours. Ducis-Chantel: Mostly

level. Very rocky in places. Traveling time, by mount about 30 minutes. If the road from the Cayes-Jeremie Road at Carre Four

Gerrard to Ducis is not passable for automobile, add 30 minutes by mount from Carre Four Gerrard to Ducis. Carre Four, Dufort-Trouin:

Carre Four Dufort is on the Cayes-Port au Prince Road about 2 miles west of Leogane. Rocky and steep over Fond Boudin. Slippery after a heavy rain. Traveling time, by mount, about 3-1/2 hours.

L'Aisle-Anse-a-Veau: Gradual climb from Anse a Veau. Two streams have to be forded. At times difficult after a heavy rain. Traveling time, by mount, about 3-1/2 hours. In addition to the above-mentioned trails, the entire department is interwoven with small cross trails leading to cities, towns and cross-road market places. These small trails are used by the inhabitants and Chiefs of Sections. They are passable for mounted travel the greater part of the year.

Population:

The estimated population, native and foreign, according to the principal towns in the department, is as follows:

<u>District of Aux Cayes:</u>	<u>Native</u>	<u>Foreign</u>
Aux Cayes	15,000	116
Aquin	1,500	---
Port a Piment	1,300	---
Cavaillon	1,200	3
Chardonniers	1,100	---
Les Anglais	1,050	---
St. Louis du Sud	1,050	1
Les Coteaux	1,000	---
Port Salut	1,000	---
Roche-a-Bateaux	900	---
Camp Perrin	600	---
Damassins	400	---

Military Dept. of the South, Con't.
600 Section.

Chantal.....	350	---
Torbeck.....	300	---
St. Jean du Sud.....	300	---
Total for the District.....	27,050	120
Total native and foreign.....	27,170	

District of Jeremie

Jeremie.....	7,500	42
Dame Marie.....	3,000	1
Anse d'Hainault.....	2,000	---
Corail.....	1,200	---
Tiburon.....	1,100	---
Pestel.....	700	---
Roseaux.....	400	---
Moron.....	350	---
Abricots.....	225	---
Total for the District.....	16,475	43

District of Petit Goave

Petit Goave.....	5,000	50
Miragoane.....	3,000	22
Leogane.....	2,300	1
Baraderes.....	2,000	---
Grand Goave.....	1,200	---
Anse-a-Veau.....	800	---
Petit Trou.....	600	---
Petit Riviere.....	400	---
St. Michel du Sud.....	200	---
Trouin.....	200	---
Total for the District.....	15,700	73

Total estimated population for the Department, 628,000.

Bandit Area:

Bandits could locate themselves anywhere in the mountains in this department, and it would be rather difficult to dislodge them. Numerous small plantations exist throughout the mountains where they could obtain food. Particular sensitive areas are estimated to be Mt. Calumette (South of Petit Goave), in the mountains south of Miragoane, in the vicinity of Mt. Geffard (between Jeremie and Cayes), in the vicinity of Moron, in the mountains north of La Cahouanne, and northeast of Ducis and Chantal in the vicinity of Platons. During the Occupation, the South, in comparison with the rest of Haiti, has been practically free from bandits. Prior to the Occupation anti-government forces were accustomed to form along the coast, west of

Military Dept. of the South, Con't.
600 Section.

Cayes; and in the Chantal area and march on Cayes. Torbeck has always been a section subject to Voodeauism and superstition. The agitators in the vicinity of Torbeck have aspired for generations to march on Cayes and loot it. This was the situation in 1929, during the so-called "Marche-a-Terre" affair. Agitators formed the mob in the vicinity of Ducis and Chantal and marched down the Cayes-Torbeck Road. In view of past history these areas located in the District of Cayes may be considered as the most sensitive in the whole Military Department of the South.



K8A-74 Scale 5900
Alt. 6000



ANSE A Foleur
K8A-33 Scale $\frac{1}{9000}$
A/E 9000

CITIES AND TOWNS
(600 Section)

ABRICOTS

601

Abricots is a small coast town located about 13-1/2 miles to the northwest of Jeremie to which it is connected by a trail, and about 15 miles northeast of Dame Marie by trail. The elevation of the town varies from 8 to 225 feet above sea level, and the population is about 200. It is situated on the northern coast, near the western end of the southern peninsula of Haiti. Practically surrounded by mountains. An outpost of the Garde, consisting of two enlisted men, is stationed there. The general plan of the town is triangular, the streets forming the triangle. One street from east to northwest at the southern edge of the town, one from east to west at the northern edge of the town and the third street runs from north to south. There are no roads leading out of Abricots. The buildings are small thatched structures, with the exception of a few plastered frame one-story structures and the Garde Barracks and the Church, which last two are of concrete. The barracks is of the modified outpost type designed to accommodate three men, with two prison cells. The church which is located near the Barracks would accommodate 100 men. Water is obtained from the nearby Snake River. The average day temperature is 90 degrees Fahrenheit and the average night temperature is 70. The inhabitants, for the most part, are uneducated black of the peasant type, engaged in farming and fishing. The most important citizens are J. Robert, Athanase Blanchard, Calas Estarac, H. Marc and Janvier Desce.

ANSE A FOLEUR

601

Anse-a-Foleur is a small seacoast village of about 250 people, situated on the north coast of Haiti, about 12.5 miles east of St-Louis-du-Nord, and 20.5 miles east of Port de Paix. A road leads west from Anse-a-Foleur to St-Louis-du-Nord, but owing to the low-lying character of the terrain it is not passable for wheeled traffic the greater part of the time. A trail leads east to LeBorgne, and numerous trails lead into the interior. There is outpost of the Garde, composed of four enlisted men. There is a telephone in the Barracks, connecting with St-Louis-du-Nord and Port-de-Paix. The few streets of the town are mere undrained alleys, impassable in the rainy season. The houses of the town, except the Garde Barracks, are of the plastered frame type of the thatched native hut type. The Garde Barracks could accommodate 10 men. Camp sites for small numbers of men could be located on the outskirts of the town. There is a small river flowing into the sea at the edge of the town, and all water is obtained therefrom, and must be boiled before drinking. Mosquitos are numerous at all times, especially so during the rainy season. Malaria, syphilis and yaws are the most prevalent diseases. The rainy season extends from February to October. The inhabitants are 95% blacks, the remainder being mulattos, and practically all are illiterate. A few engage in fishing, all others are occupied in



ANSE A Pitre
KBA-52.1 SCALE $\frac{1}{8000}$
Alt. 8000



LANDING FIELD
ANSE APTRE
K8A-52-2 SCALE 1
ALT. 8000 8000

small-scale farming or cattle raising. Beef, goats, native fruits and vegetables are available in considerable quantities; wood for fuel is plentiful and grass for forage is abundant at all times. There are no industries. The most important citizens are; Samuel Ferdinand; Navarre Berlatier; Guillaume Samson; Jean-Guillaume or Jean-Baptiste; Saindic Alexandre; Vilmar Polycarp; Inatha Mondesir; Bric Brisson; Wallestein Polycarpe; Benoit Celestin; Estimot Calixte; Neissance Jean-Guillaume and Cyrenour Jean-Jacques.

ANSE-A-PITRES

601

Garde Distribution:

Sub-District Headquarters 1 Officer - 10 men

Importance:

601-100

Anse-a-Pitres is a market town on the southern coast of Haiti situated on a gentle slope about 23 feet above sea level. It is of no importance as a military base and could not be used as a naval base. The population is about 250, all Haitians. There is but one street in the town. The Garde Barracks is the only building in town which is not built of mud and having a thatched roof. The barracks could accommodate 75 men. Farming on a small scale and fishing are the sole occupations of the people. There are two schools in the town, one for boys and one for girls.

Hydrography:

601-300

Anse-a-Pitres is located at the extreme southeast point of Haiti at the mouth of the Pendernalas River, which separates Haiti from Santo Domingo. There is an anchorage in 5 fathoms of water, about 1 mile south of the mouth of the river, but it is exposed. The coast in the vicinity of Pendernalas Bay is composed of low, rocky red cliffs of chalky substance, with occasional beaches which are covered with coarse gravel. The harbor is sheltered from the trade winds, but exposed to winds from the south and west. There is no wharf. No tugs or lighters are available.

Landings:

601-700

Landings could be made in ships boats exposed to direct fire from the shore. All beaches are open and very rocky. Ships' boats would have to travel about 1 mile to reach any of the beaches. There is heavy cover to protect defenders. Landings could be covered by the guns of the ships. There are no fortifications.

Climatology:

601-900

The climate is very dry and hot during the summer months, though fairly cool at nights. The rainy season extends from April

Cities & Towns, Con't.
Anse-a-Pitres, Con't.

601
601-900

to September.

Water Supply:

601-1900

All water is obtained from the river. There is no pipe line. Water should be boiled for drinking. There is always a good supply of water. The sanitation of the town is very poor.

Personalities:

601-2400

The most prominent citizens are Valbrun Jean-Louis, Alfred Pierre, Octave Jean-Baptiste, Michel Wallens, Justin Sabbat and Prosper Sabbat.

Topography:

601-2600

The surrounding country is very rough, and there are no roads out of the town. Cachiman's Plain lies to the north and west and the Caribbean sea is to the south. One trail leads to Banane, Tete-a-l'Eau, Bois d'Orme, Royer, Fonds-Verettes, Ganthier, and a fork of this trail leads to Grand Gosier and Saltrou. Another leads to Juan Lopez or "Colonia" where the Dominican Border Patrol is stationed. The distance from Anse-a-Pitres to Grand Gozier is about 57 miles, to Saltrou 86 miles, to Marigot 160 miles and to Jacmel 184 miles.

Telephone and Telegraph Line:

601-2800

There is one telephone in the town with a line leading to Jacmel.

Aviation Landing Fields:

601-3100

There is a large landing field, but it is not in good condition.



ANSC & VCAU
K8A-66-SCALE 1/1
Alt. 9000

Cities & Towns, Con't.

ANSE-A-VEAU:

601

Importance:

601-100

Anse-a-Veau is a town with a population of about 800, and is situated on the northern coast of the southern peninsula. The lower section of the town is 4 feet, and the upper section of the town 30 feet above sea level. It is located about 15 miles east of Petit Trou de Nippes, and about 36 miles west of Petit Goave. A sub-district headquarters of the Garde d'Haiti is located here with a complement of 1 officer and 13 enlisted men. The town is divided into two sections. In the lower section are located the majority of private dwellings and commercial houses. In the upper section are located such public buildings as the Garde Barracks, Court of First Instance and office of the Commissaire du Gouvernement, and a few private dwellings. The Anse-a-Veau River flows through the northwestern section of the town and empties into the Bay of La Gonave. The streets run north and south, and east and west. They are of dirt, surfaced with rock and gravel. Drainage is good. Most private and business houses are two-story buildings of plastered frame construction. There are no foreigners in Anse-a-Veau.

Climatology:

601-900

The average day temperature is 80° F., and at night the average is 70° F. The rainy season extends from May to August, with the mean average rainfall 44 inches. The lower part of town, due to swampy land and poor drainage, is not healthy in the rainy season. Malaria is prevalent. The upper part of town is more healthy and mosquitoes are not so numerous.

Industries:

601-1000

The principal occupation of the people is speculation in coffee and cotton. Others run small general stores for trade with the peasants. There are no manufacturing industries in the town.

Buildings:

601-1600

The Garde Barracks, Public Health Dispensary, and the private residence of ex-President Dartiguenave are of concrete construction. Other principal buildings are the Court of First Instance, Office of the Justice of the Peace and a coffee storehouse. The Garde barracks could accommodate about 75 men, the coffee warehouse 50 men, and the Dartiguenave House 50 men. Water for drinking, cooking and bathing purposes is available. A camp site could be established on the open market place in the upper section of town where water is available. The land is level and hard, with water nearby.

Transportation:

601-1800

There are no street cars in the town. No railroad. Anse-a-Veau is located on the main automobile road from Petit Trou de Nippes to Port au Prince. It is a two-way road constructed of dirt, surfaced with sand, rock and gravel, but is impassable during extremely wet weather.

Water Supply:

601-1900

Water is supplied through a pipe line from capitated springs located about 1 mile from town. The supply is good. The water is drinkable, but it is advisable to boil it when used for drinking purposes.

Sanitation:

601-2000

Sanitation is fair. Open privies are used throughout the town. Due to the poor drainage of the swampy land in the lower part of town, mosquitoes are numerous during the rainy season.

Personalities:

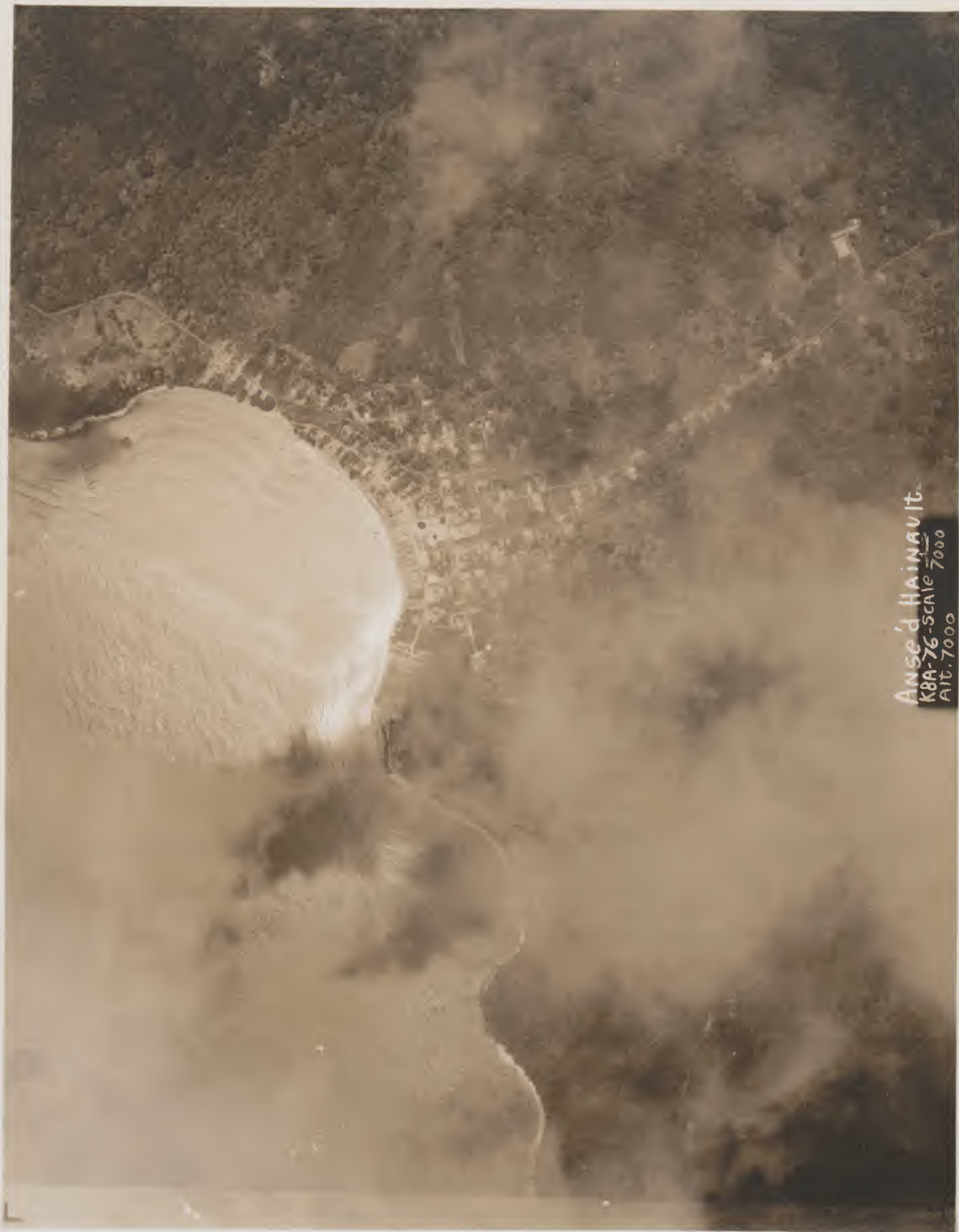
601-2400

The majority of the inhabitants are uneducated negroes, and Anse-a-Veau has more mulattoes than other towns of its size. This latter class are the merchants, speculators, doctors and lawyers and, as a rule, have a very good education. Those in political power are the blacks. The town is governed by a mayor and communal council. The most important citizens are Osner Cham, lawyer; Andre Torchon, lawyer; Louis Anglade, merchant; Francois Moran, retired; Marcel Boudin, retired; Mornant Israel, lawyer; Altidor Kerssaint, lawyer; Felix Paillaire, merchant; Robert Leblanc, layer; Jules Laporte, surveyor; Jean Mallebranche, employee of the Public Works Department, and Roy Mallebranche, lawyer.

Telephone and Telegraph Line:

601-2800

There is only one telephone in the town, and no switchboard. This line connects with joining towns, and with Port au Prince, and, through the switchboard in that city, with the remainder of the republic.



ANSE d'HAINAULT.
K8A-76-scale 7000
Alt. 7000

ANSE D'HAINAULT

Anse d'Hainault is a small coast town containing only two narrow streets, located on the western coast of the Southern peninsula of Haiti, at an elevation of only 6 feet above sea level. The population of the town is estimated at 2,000. An outpost of the Garde consisting of two enlisted men is stationed in the town. Anse d'Hainault is situated south of Dame Marie and north of Les Irois. No roads lead out of the town, but a trail about 8 miles long connects the town with Dame Marie, and one about 28 miles long runs south through Les Irois to Tiburon. Numerous mountain trails lead into the town from the small villages and mountain hamlets in the rural sections. They are passable except in the most extremely wet weather, but are never suited for motor travel. This town was in former times county seat of the Arrondissement of Tiburon. However, since the American Occupation in 1915, the sub-District Headquarters was established in Dame Marie due to its larger size and consequent commercial importance. There are several two-story concrete buildings owned by merchants, but the remainder of the buildings, with the exception of the Garde Barracks and the church are small plastered frame structures. The Garde Barracks, which is of masonry construction could accommodate about 25 men, and the concrete buildings mentioned could accommodate about 150 additional men, with quarters for officers. A camp site could be located on the space now occupied by the open market in the center of the town, and would accommodate about 75 men. The land is dry and level. The ruins of an old fort, named Fort Moel, can be found on a hill at an elevation of 200 feet, southeast of the town, but is no longer of military importance.

Water supply for the town is obtained from springs called "La Source Grandoigt" located about one mile east of the town, which, in former times was piped into the town. This water is excellent, however it should be boiled for drinking purposes. Marshes cover a great area north and northeast of the town, and afford excellent breeding places for mosquitoes of the malaria carrying type. The average yearly day temperature is 88 degrees Fahrenheit and the nights average 70 degrees. The one telephone in the town is located in the Garde Barracks, and is for the use of the public. The majority of the inhabitants are uneducated blacks with few that can read or write. The most important citizens are A. Dossous, B. Lariere, C. Blaise, I. Milard, B. Leveque, A. Titus, O. Campere and S. Berette.



Anse Rouge
K3A-P5 Scale 5000
Alt. 5000

ANSE ROUGE

Anse Rouge is a small seacoast village at the base of the south side of the northern peninsula of Haiti, about 35 miles northwest of Gonaives, and connected to Gonaives by an unimproved wagon road, which is passable to wheeled vehicles in dry weather. Anse Rouge is 12.4 miles east of Baie de Henne by trail. Numerous trails lead to other towns and communities in the section. The population is about 250 persons, including an outpost of the Garde, composed of four enlisted men, who are quartered in a building of the standard outpost type. This is the only masonry building in the town, all others being of the thatched native hut type. The town is built on a salt flat, hence, foodstuffs, fuel and forage are very scarce. The River Colombier flows a few kilometers north of the town, but the water supply is taken from a flowing artesian well and the supply is plentiful and pure. About 30 men could be billeted in the Church and the barracks. No suitable camp sites are available, owing to the salt flats which surround the town. Owing to its nearness to Gonaives, St-Marc and Port au Prince by sea, Anse Rouge is of considerable importance as a shipping center for the crops of cotton, coffee, cacao, and logwood, which are packed in over the trails from the interior. There are several small "salines", where sea water is evaporated by the sun, and residue salt is then marketed. A number of the inhabitants engage in fishing, and a few engage in the operation of small stores. Malaria, syphilis and yaws are prevalent. The average rainfall for the year at this point is about 19 inches. There is no telephone in the town. The most important citizens are: Granville Fils; H. Sterlin and R. Pierre.



AQUIN
K8A-129 Scale 8000
Alt. 8000

AQUIN

Aquin is located on the south coast of Haiti, about 48 miles south of Anse a Veau, and about 35 miles by road northeast of Aux Cayes. Petit Goave is about 45 miles northeast by road and Port au Prince an equal distance further on in the same general direction. The population is about 1500 and the elevation about 6 feet above sea level. A sub-District office of the Garde d'Haiti is located here, with a complement of one officer and 9 enlisted men. Aquin lies in a vast plain which has many small hills and salt lakes. In the direction of the sea, the soil is sandy and covered with trees, weeds and moss. Mountains quite distant surround the town on the northwest and northeast. The streets are of dirt constructions, ditched on both sides, and run generally east-west, with few cross streets. The Aquin-Cayes and the Aquin-Port au Prince roads are two-way roads, passable at all times for automobiles, except during extremely wet weather. The hurricane of 1928 partially destroyed the houses of the town and no effort has been made to restore them. With the exception of the Garde Barracks, Government Buildings and the Church, the remaining houses of the town are largely two-story plastered frame structures. The Garde Barracks is of concrete construction, equipped with latrines, shower-baths, kitchen and water on the premises and could accommodate about 75 men, the Customs House could accommodate 100, the City Hall 50, and the Church about 100. A camp site could be established on a nearby hill called "Calvaire," and it would accommodate about 100 men. Water could be obtained from the Morriseau River. The majority of the inhabitants are uneducated blacks engaged in farming and conducting small stores for trade with the peasants. The town is generally unhealthy due to the innumerable mosquitoes which breed readily in the numerous nearby swamps. Water is scarce and is obtained from the Grand Passe River located about one mile from the city. Must be boiled before drinking. There is a telephone office, with two subscribers, with connections to nearby towns. The principal citizens are:

Virgile Anglade, Lawyer; Henry Lamy-Lawyer; Excellent Neptune, Distilleur; Louis Neptune, Druggist; Alexis Belancourt, Notary; and Telamond Mondesir, Speculator.



KBA-2 Scale 8000
Alt. 8000

ARCAHAIE

The distribution of the Garde here is as follows: Headquarters, Sub-District of Arcahaie - 1 officer, 16 men; Outpost of Cabaret - 3 men; Outpost of Luly, 2 men.

Population, 1500. Elevation 10 feet.

Terrain and General Aspect: Arcahaie is located on the north shore of the bay of Port au Prince, approximately 30 miles from Port au Prince, on the plain of Arcahaie. Streets run Northeast-southwest and northwest-southeast. It is located in flat country and the streets are well laid out. The market is in the center of the town with Public Buildings, Church and some stores surrounding it. The houses are constructed of wood or stone, mostly one or two-story. There are no foreigners in the town.

Table of Distances: Arcahaie is 7 miles from Cabaret, 30 miles from Port au Prince, and approximately 30 miles from Saint Marc. The National Railroad touches the town on the east.

Railroad: Arcahaie is located on the National Railroad and has a station, about 15' x 40', There is a passing track here.

Telegraph & Telephone: The telephone and telegraph office is located in the center of the town. There are two local telephone subscribers.

Accommodations: The Garde Barracks is a two-story Sub-District Headquarters building, capable of housing 25 men. Water is obtained from irrigation canals and is impure. Good water can be obtained from the Courjoles River two miles distant. 100 men could be billeted in the town.

Camp Sites: Many large camp sites are to be found in the open fields east of the town, close to the banks of the Courjoles River, from which the water supply would be obtained.

Food, Fuel and Forage: Food: Sugar cane, plantains, beans, sweet potatoes, and many other kinds of food are grown here in quantity. Cattle are plentiful. Fuel: Wood and charcoal are used as fuel, and are plentiful. Forage: Gras and corn are plentiful.

Climate, Health & Water Supply: Climate: One rainy season begins in March and ends in June, the other begins in September and ends in November. Temperature ranges from 80 to 100 degrees in summer and from 70 to 90 in winter. Health: Although the climate is hot, the people are generally healthy. Water Supply: An abundant supply of water is obtainable from the irrigation canals, but it is impure, and all precautions should be taken before using same for drinking purposes. Good water can be obtained from the Courjoles River not far from town.

Inhabitants: The inhabitants are all natives, with the exception of ten Syrians, merchants, who live over their places of business. The city government is the same as that at Petionville. There are three poor primary schools. Education being generally neglected.

Occupations and Industries: The town has the necessary number of masons, blacksmiths, cobblers, merchants and other tradesmen. The remainder of the inhabitants are small farmers operating their farms outside of town. On the outskirts of the town there are approximately eight places where syrup and tafia are made.

Most important citizens: Bernadotte Charlemagne, Agnant Pierre Pyrrhus, Avin Augustin, Sterlin Jules, Rodolphe Monsanto, Delhomme Bien-Aime, Pierre Joseph and Georges Clairius.



Caves
K8A-89-Scale $\frac{1}{10,000}$
Alt. 10,000



LA FES
K8A-89-2 Scale 1/10000
Alt. 10000

AUX CAYESGarde Distribution:

	<u>Officers</u>	<u>Men</u>
Headquarters, Military Department of the South	3	---
District of Cayes as follows:	6	122
Headquarters, District of Cayes	4	72
Sub-District of Cayes, comprised of:		
Outpost of Camp Perrin	--	2
Outpost of Chantal	--	2
Outpost of St. Jean	--	2
Outpost of Torbeck	--	10
Sub-District of Aquin	1	9
Outpost of St. Louis du Sud	--	2
Outpost of Cavaillon	--	2
Sub-District of Port-a-Piment	1	9
Outpost of Roche a Bateaux	--	2
Outpost of Chardonnières	--	2
Outpost of Les Anglais	--	2
Outpost of Port Salut	--	2
Outpost of Damassin	--	2
Outpost of Coteaux	--	2

Importance:

601-100

Aux Cayes, the largest city in southern Haiti, is situated on the southwest coast of the island, about 125 miles from Port au Prince. Aux Cayes is the Headquarters of the Military Department of the South of the Garde d'Haiti, and is the capitol of the Arrondissement of Cayes. There are ten schools in the city, all under the direction of the government. Instruction: Fair. The city is governed by a Communal Council of five members, the senior member of which is Mayor. It has an excellent harbor which is deep enough for the anchorage of ships drawing 35 feet of water, and there is no limit to the number that may anchor there.

Population:

601-200

The population is approximately 15,000. No census has been taken in the past ten years. Haitians predominate. There are 115 foreigners in Aux Cayes, divided as follows: British Subjects, 35 (15 native born); Belgians, 1; French, 12 (6 native born); United States 1 (native born, naturalized); Germans 16 (8 native born); Dominicans 14; Italians 11 (9 native born); Cubans 3 (2 native born); Syrians 22.

Hydrography:

601-300

The coast line of Aux Cayes is crescent shaped and about two

miles long. To the southeast this is protected by reefs. To the southwest the beach is accessible for small boats. U. S. Hydrographic Charts Nos. 2655, 2609, 2608, 2638 and 2639, show depths of water, entrances and anchorages. The city sits on a delta formed by two rivers and is about six feet above sea level. The plain North of the city extends for about 12 miles and is practically level. Then the foothills rise abruptly. The city is surrounded by an abundance of vegetation. About 100 yards east of the dock there is the wreck of an old Haitian gunboat. This wreck sits on a reef in about six feet of water. The roofs of the Cathedral and the Church of the Sacre-Coeur are discernable at sea for a distance of about ten miles. Numerous buoys mark the channels and anchorages. There are no navigational lights. A red light will soon be installed or erected on the Port House.

Anchorage:

601-400

See Hydrographic Charts Nos. 2655, 2608, 2609, 2638 and 2639. Anchorages for vessels of 30 feet draft about two miles from the dock.

Wharves:

601-500

There is a good anchorage about one mile from the wharf in about nine fathoms of water. Loading and unloading of ships is done by means of lighters, sculled by natives. There is a wooden dock which is in bad state of repair. It is about 107 yards long and 16 yards wide. On the sea end of the dock there is a large galvanized-iron covered shed belonging to the Customs Service. There is a crane on the dock made of heavy timbers. It is hand-operated and has a lifting power of about five tons. In a heavy sea debarkation and embarkation with lighters is very difficult and dangerous.

Harbor Craft:

601-600

There are no tugs available. Many barges and lighters are available, all privately owned, which may be used for transporting troops or supplies or both. These are generally sculled by natives. Conditions are such that troops or supplies may be landed always, except in severe weather.

Landings:

601-700

(a) Landings from a military standpoint could be effected to the southwest of the city except in very severe weather. (b) Nature of beach: Sandy and shallow. (c) Landings possible at all stages of the tide. (d) Landings possible except in very severe weather. (e) Distance from anchorage to landing, about 1-1/2 miles,

Cities & Towns, Con't.
AUX CAYES, Con't.

601

601-700

depending on the draft of the ships convoying troops and supplies. (See Section 601-400). (f) There are no defenses. (g) The ship landing troops could very easily cover the operations. (h) A feint to cover the actual landing could be made to the east of the city.

Fortifications:

601-800

There are no fortifications.

Climatology:

601-900

The climate is semi-tropical. The rainy seasons occur during the months of April, May, September and October. Temperature: Average maximum 90.3 degrees, and average minimum 72.7 degrees fahrenheit. The average rainfall for the past 20 years is 80.7 inches.

Industries:

601-1000

A great many of the people in Cayes make a living by running small stores. Others are government workers, shoemakers, tailors, fishermen, etc. Among the better class are found the large merchants engaged in the export and import business. There are many distilleries in and around the city where an alcoholic beverage called "Tafia" is made. The only manufacturing industries that may be so called are the manufacture of shoes and clothing. Work of this nature is done on a very small scale. There are possibly 10 shoemakers and 10 tailors in the city turning out about 100 pairs of shoes and 75 suits of clothing per month.

Commerce:

601-1100

Commerce is chiefly carried on by shipping, both foreign and coastwise. Coffee and cotton are exported in considerable quantities, but not sufficient to affect the world markets. Imports are provisions (canned goods), soaps, gasoline, kerosine, lumber, sugar, cement, dry goods, garden implements, household furnishings. Regular scheduled trips are made by the Columbia Line, Dutch Line, Lykes Line and Aluminum Line. The value of exports and imports through this port for the Fiscal Year 1930-31 is as follows: Imports \$2,986,965.00 - Exports \$4,473,726.00.

Oiling Facilities:

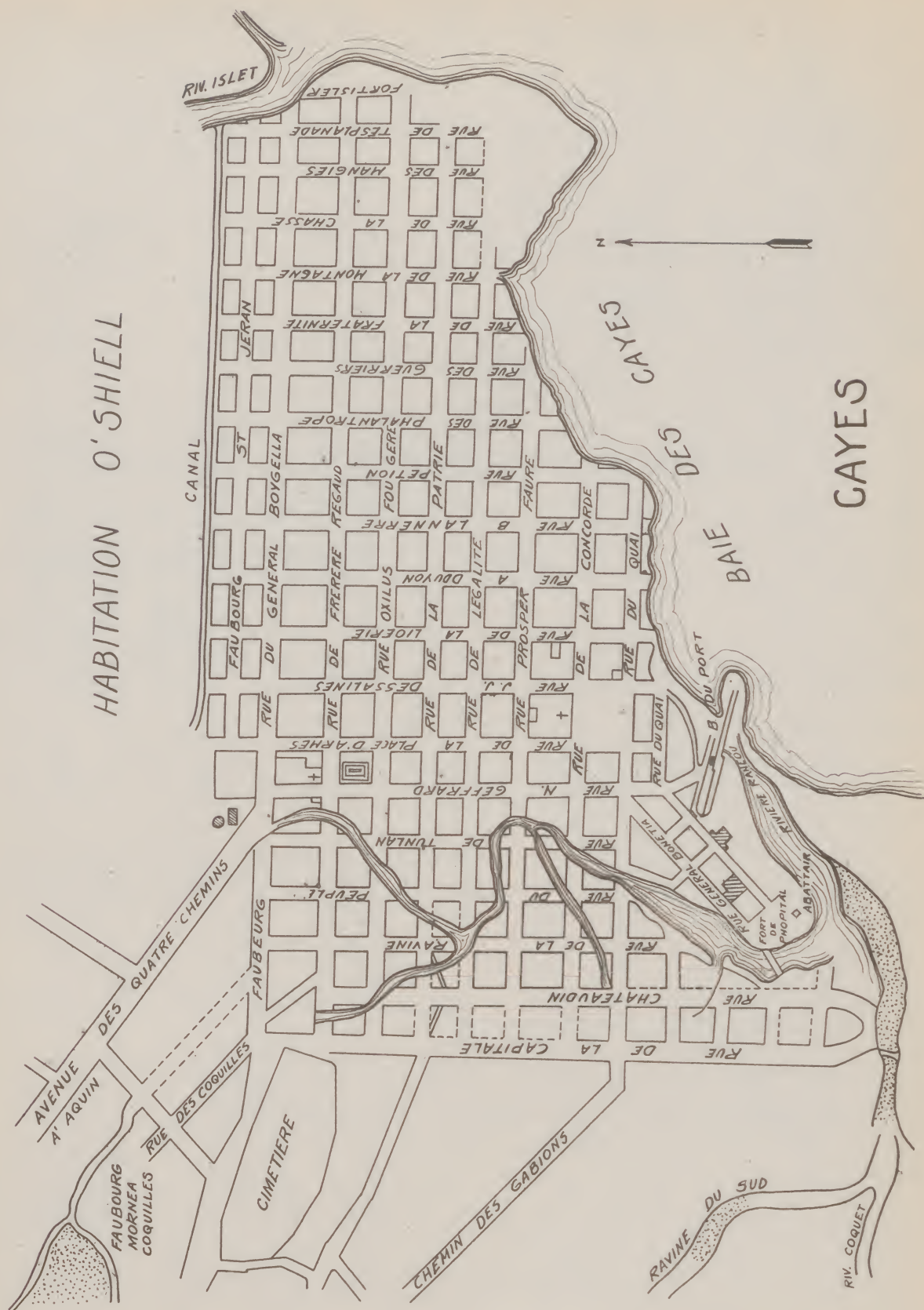
601-1200

None.

Coaling Facilities:

601-1300

None.



Cities & Towns, Con't.
AUX CAYES, Con't.

601

Shipyards:

601-1400

None.

Streets:

601-1500

The town is well laid out. The streets were traced in 1789 by a French engineer. They are very wide and run north and south and east and west. All the streets are dirt with a hard surface of rock and gravel. They stand up well during the rainy seasons. In the southern part of the city the streets are very much neglected and grass and weeds grow freely. (See Hydrographic Chart No. 1576). The commercial center is found on the Rue de la Convention and Rue de la Place d'Armes. They extend from the Market Place to the Bank and Customs House. There is no particular foreign section in Cayes. Foreigners and natives mix freely. Cabion is considered the residential section. Here live the members of the Occupation and their families; officers of the Garde d'Haiti and their families; several German families and some Haitians. There is no residential section in the town. Merchants and professional men live over their places of business.

Buildings:

601-1600

All communal and State Bureaus such as the Prefecture, Court of First Instance and City Hall are reenforced concrete buildings. Most business houses are of the same material. Most private homes are wooden frames, plastered, of two-story construction. The Garde Barracks in Cayes, situated in Gabion, 5 minutes from the city, is a two-story reenforced concrete building, 90 feet in length and 40 feet deep. On the lower floor, front, are three large offices and a small Guard room. In the rear are two small storerooms and 2 large squad rooms. These squad rooms can accommodate about 25 men each. On the upper floor are 3 large offices and a sickbay which can accommodate 12 patients. Another large room is occupied by offices. Also located on this floor is a flush toilet and shower bath. There is water for drinking, cooking and bathing purposes. Other suitable buildings for the accommodation of troops are: Seidel & Company, 50 men; Sendrel Hotel, 75 men; Calisti & Company, 40 men; Market Place, 200 men.

Camp Sites: Place d'Armes, located in the center of the town, can accommodate about 300 men. Level land. Water can be piped from the city water main. No shelter. Market Place: Located in front of the Sacre Coeur Church. Can accommodate about 200 men. Drinking fountain in the center of market. Good water. Old Arsenal: Located in rear of Sacre Coeur Church. Can accommodate about 400 men. Level Land. Good drainage. Government land. Drinking fountain near property. Good water. No shelter.

Cities & Towns, Con't.
AUX CAYES, Con't.

601

601-1600

Drill Field: Under lease to the Garde d'Haiti, is located about five minutes from the city. This can accommodate about 200 men. The land is level, but would have to be drained. A river is close by. No shelter.

Hospitals:

601-1700

There is a hospital in Cayes under the direction of the Public Health Service. This is a modern two-story building of reinforced concrete. Capacity: 100 beds. Sanitation: Good. Operating facilities: Good.

Transportation:

601-1800

There are no street cars in Aux Cayes. There are fifteen trucks and twenty-four passenger-carrying automobiles licensed in Aux Cayes. No railroad. Transportation outside of the city is generally carried on by pack animals, ox-carts and by native carriers.

Water Supply:

601-1900

Water is furnished through the city main by two Diesel pumps, each capable of supplying 400 gallons per minute. These operate from capitated springs to the city main or storage tank located two miles from the city. This tank has a capacity of 100,000 gallons. The water is potable - advisable to boil it.

Sanitation:

601-2000

Sanitation is good considering the great natural disadvantage of the location of the city. There are septic tanks and open privies - weekly inspected by the sanitary service. There are many mosquitoes of all varieties. The lowlands and plains are being drained and it is hoped to some day have the mosquitoes under control. Sanitary work of a permanent nature has been under control. Sanitary work of a permanent nature has been undertaken, such as filling marshes, digging drainage canals, etc., and temporary preventatives, such as the distribution of Paris Green, oil, etc., throughout the marshy land, has been put into effect.

Resources:

601-2100

Native produce, such as bananas, plantains, beans, egg-plants, yams, oranges and mangoes can be purchased in small quantities. Native beef slaughtered by the city can be bought in any amount. Charcoal is used as fuel and can be purchased locally in any amount from the peasants. Forage for animals, such as grass and corn, can be purchased in quantity locally.

Public Works:

601-2200

There are no street railways or gas plants in the city. There are, however, five Felco plants in operation for the lighting of private homes. All public works are under the supervision of the Travaux Publics. These are, Telephone, water, and the upkeep of roads. There is one ice plant with a daily capacity of 4,000 pounds.

Railroads:

601-2300

None.

Personalities:

601-2400

The large majority of the inhabitants of Aux Cayes belong to an inferior, poorly educated and destitute class of negroes. The better class, mostly mulattoes, represent the "elite". They are merchants and traders and are well educated, some having been educated abroad. Those in political power are the blacks. They can best be classed as the "old time politicinas". Practically all of those serving in their present capacity held the same job before the occupation. The most important citizens are: Karl Seidel, German, Import & Export; F. Calisit, French, Import & Export; L. Birmingham, British Subject, Import and Export; F. Meyer, German, Import & Export; L. Labastille, Haitian, Import & Export; H. Sandrel, French, General Merchant; W. Bonfils, Haitian, Shipping; E. Assali, Syrian, General Merchant; J. Loubeau, Haitian, Deputy, Politician; R. Loubeau, Haitian, Prefet, Politician; P. Neptune, Haitian, General Merchant; J. Jeannot, Haitian, Planter; Dr. Fequiere, Haitian, Public Health Service; F. Sales, Haitian, Engineer, Public Works; Dr. D. Ledan, Haitian, Physician.

Newspapers:

601-2500

Two papers are published here occasionally - L'ESTAFETTE and JUSTITIA.

Topography:

601-2600

The plain of Cayes is about 12 miles square, low and somewhat level. It is under cultivation and exceedingly fertile. The trails leading into the plantations on the plain are generally passable except for the months of April, May, September, October, the so-called rainy seasons. The main road from Aux Cayes to Port au Prince is a two-way dirt road with a hard surface of rock and gravel. There are substantial bridges at all streams which this road crosses. This road is passable all the year, except in extremely wet weather. The road from Aux Cayes over the mountains to Jeremie is newly constructed, a dirt road, very narrow in places, dangerous and impassable in the rainy season. From Camp Perrin to Roseaux it is a one-way road.

Cities & Towns, Con't.
AUX CAYES, Con't.

601

Cables

601-2700

None.

Telephone and Telegraph Lines:

601-2800

The telephone lines are under the supervision of the Public Works. There are 23 subscribers in Cayes, including all government offices. Communication from Aux Cayes to Port au Prince is relayed by Petit Goave; from Cayes to Jeremie by Miragoane; from Cayes to Les Anglais by Port a Piment. There is a small switchboard at Port a Piment with no subscribers. The switchboard at Cayes can handle 50 subscribers. It has three trunk lines; direct to Petit Goave, Miragoane and Port a Piment. The switchboard at Cayes measures 20-1/2" by 32-1/2". There is no telegraph line, telegraphic messages being transmitted over the telephone lines, the operator spelling out the message.

Radio Stations:

601-2900

None.

Clubs:

601-3000

The CERCLE CAYEN is the only club in Cayes. The membership is composed of the citizens of Cayes, most prominent of which are those Haitians listed in Article 601-2400. The club is a social one and not active. No privileges are extended.

Aviation Fields:

601-3100

There is no aviation field at Cayes. The location of a suitable field for land planes is being considered by the military authorities. It is possible to land sea-planes near the wharf.



BAINET
K8A-58 Scale 5000
Alt. 5000

BAIE DE HENNE:

601

Baie de Henne, with a population of 250 is a small seacoast village built slightly above sea level on the east bank of the Baie de Henne River, where the river enters the Gulf of Gonaives, on the south shore of the northern peninsula of Haiti. The town is of small importance. There is no telephone, and no Garde outpost. There are no stores and the streets are mere trails connecting the houses of the town. No roads suitable for wheeled traffic lead into the town. Trails lead, west to Bombardopolis, 10 miles; north to Jean Rabel, 30 miles; east to Anse Rouge, 12.4 miles and numerous trails lead into the surrounding country. There are no suitable billets, and while camp sites for considerable bodies of men are to be found north of the town, the lack of water is a great drawback. Water is obtainable in small quantity from springs, but it is always scarce, and should be boiled before drinking. Very little food, fuel or forage is available. The rainy season extends from October to February. Malaria, syphilis and yaws are prevalent. The principal occupations of the inhabitants are fishing and the manufacture of salt, from sea water, which is evaporated in open pools by the sun. There is very little farming. The most important citizens are; Philippe Champagne; Morisset Adalbemar; Jean Baptiste Ananias; Jean Baptiste Prosper; Joseph Thomas.

BAINET

601

Bainet is situated on the southern coast of Haiti and has a population of about 3,000 people. The elevation ranges from 2-1/2 feet to 23 feet. There is a sub-District headquarters of the Garde, composed of one officer and 12 men. The town is bounded on the east by Mountain du Fort, on the north by Morne Larine and Morne Fagnole, on the west by Moreau Mountain, and on the south by the Caribbean Sea. The few streets are narrow and of dirt construction. Two streets run from east to west and three from north to south. There are no roads leading out of the town. One trail leads west for about 20 miles to Cotes-de-Fer and another east for about 18 miles to Jacmel. Numerous other small trails lead to the interior. The houses are generally one story plastered frame structures, but there are several two and three story buildings. The Garde Barracks is of brick construction and could accommodate about 40 men. Water is obtained from the nearby river. The mean annual rainfall is about 58 inches. There is one telephone in the town. The majority of the inhabitants are uneducated blacks of the peasant type engaged in farming, fishing and operating small stores. The most prominent citizens are Paul Laguerre, Octave Carrenard, and the families of Pierre-Louis, Moise and Jean Marie.



CABARET
1/30 - 1 SCALE 7000 ALT. 7000

CABARET

601

Garde Distribution:

Outpost of Cabaret, 3 men.

Population, 300. Elevation, 10 feet.

Terrain and General Aspect: Cabaret is located on the north shore of the Bay of Port au Prince, about 22 miles from Port au Prince. There are no streets, the houses being located on both sides of the main highway, or along the several trails that lead into town. All houses in the town are of native type with thatched roofs, with the exception of the Garde Barracks, Service d'Hygiene Clinique, Priest's House and one other residence. These latter are of stone with galvanized roofs. There are no foreigners in town, no stores or business houses.

Table of Distances: Seven miles from Arcahaie and 23 miles from Port au Prince. There is a stop on the National Railroad in the town.

Roads: Cabaret is on the main trunk, hard-surfaced road from Port au Prince to Arcahaie.

Accommodations: The Garde Barracks, a standard outpost building could house two squads of men, and two more squads could be housed in the town. Camp Sites: Large camp sites are to be found in the fields east of the town along the banks of the Cazale River, from which the water supply would be drawn. The Food, fuel and forage situation is similar to that at Arcahaie.

Climate, Health & Water Supply: There are two rainy seasons; March to June, and September to November. Health conditions are similar to those in Arcahaie. Water is obtained from the Cazale River and must be boiled.

Inhabitants: All inhabitants are natives, principally farmers.

Industries: There is one power cane grinding mill in Cabaret.

Most Important Citizens: Exanthus Georges, Delorme Bien-Aime, Del homme Fils-Aime, Leon Cesar.



Cities & Towns, Con't.

CAPE HAITIAN:

601

Garde d'Haiti Distribution:

The city of Cape Haitian is the headquarters of the Civil Prison, the District of Police, First Company, of the Garde d'Haiti, and for the District of Cape Haitian, which covers the special duty detachments in the city, such as orderlies, chauffeurs, special duty detachments in the city, such as orderlies, chauffeurs, etc., required at Department Headquarters, District Headquarters, and the Quartermaster Lepot Detachment, and also exercises command over the sub-Districts of Cape Haitian, Plaisance, and Le Borgne.

	<u>officers</u>	<u>men</u>
District of Civil Prison	2	47
District of Police	6	104
District of Cape Haitian (headquarters)	3	---
Sub-District of Cape Haitian	1	68
Outpost of Acul-du-Nord	--	4
Outpost of Plaine-du-Nord	--	3
Outpost of Quartier-Morin	--	4
Sub-District of Le Borgne	1	7
Outpost of Fort Margot	--	4
Sub-District of Plaisance	1	10
Outpost of Limbe	--	5
Outpost of Pilate	--	3

Importance:

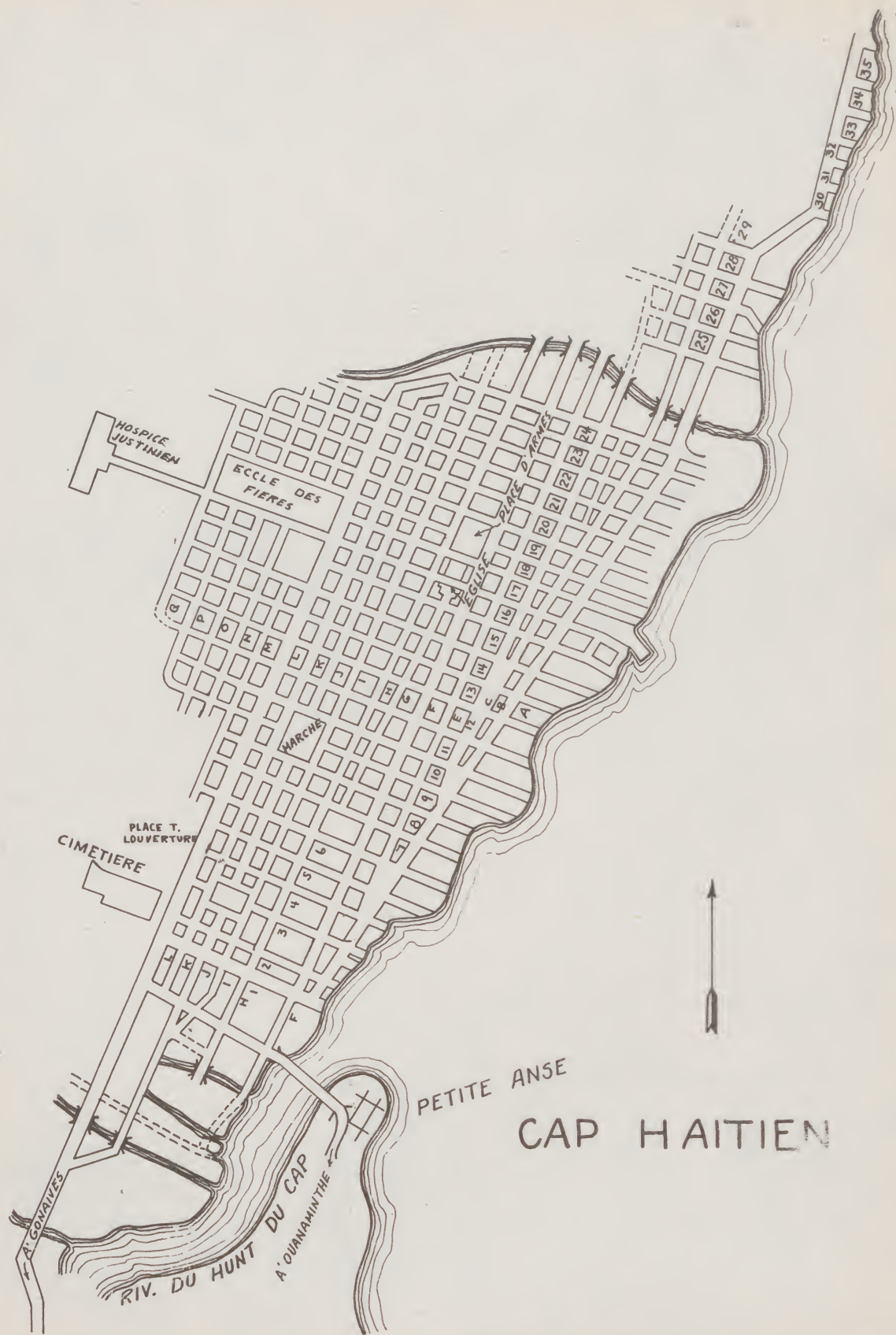
601-100

The city of Cape Haitian is the second largest city in the Republic of Haiti, and is located on the northern coast of the Republic on a very narrow alluvial plain that lies between the sea and a high, irregularly shaped mountain called the Morne-du-Cap. The city, being a seaport, begins at sea-level and rises to about 200 feet above sea-level on a gradual slope. The city is the headquarters of the Military Department of the North, and, in addition to the Garde personnel mentioned above, 5 officers of the Garde d'Haiti are stationed at Department Headquarters. It is the main terminal of the railroad known as the Compagnie Nationale des Chemins de Fer d'Haiti, which runs to Grande Riviere, and to Bahon, a distance of about 25 miles. It is also the main seaport for the northern part of Haiti, and is visited by ships of the Columbia Line, Compagnie Generale Transatlantique, the Hamburg-American Line, the Horn Line, the Lykes Brothers Steamship Line, and the Royal Mail Packet Steamship Line, and Royal Netherlands Steamship Co.

Population:

601-200

The population of the city of Cape Haitian is estimated to be 20,000 people, of whom 750 are foreigners - French, Dominicans,



English, Italians, Americans, Syrians, Spaniards, Germans, Danes, and Cubans, in about the order named. There are two classes of people, the wealthy and the working class. While there are some signs of a middle class, people in this category do not desire to be known as such. However, some of the working class are also property owners in a small way and, once a person owns a small shop or house, he believes he is out of the working class. The aristocrats are distinguished by the office they hold, or the property they own. The aristocrats supply young men and women for government positions, and the working class for almost all other jobs. Young men of either class are not forced to shift for themselves, but the families would rather suffer hard times than allow their sons or daughters to accept any position which they consider below their standard. The younger set depend entirely on their parents. The color of the population is about three fifths black and two fifths mulatto. The real black is rare, the color ranging from brown up to white. The type that is in political power is supposedly from the better class, and positions and politics are kept in the family. Those in political power are in no way patriotic except in speech. They place their personal interests before their country. Money and position is the pendulum by which they swing. Due to intermarriage, they are all related one way or another. Every family in the city has at least one little boy or girl, ranging in age from 4 to 12 years of age, that comes from the country and is used to run errands and do the dirty jobs around the house. They never attempt to school these children, and about all these poor children ever get is a small mat and a place in the corner on the floor to sleep, and about enough clothing and food to keep body and soul together. They are kept in practical slavery. Some of the better families have as many as three of this type of domestic help. As a whole the Haitian is vindictive. Justice is a farce to the better class, and it is only the working class and the peons that suffer from the law. Foreigners have no chance before the courts, and the lawyers are of the type known in the United States as "ambulance chasers." They force people to make charges against a foreigner; this, in order that they may sue for the usual absurd sum of \$2,000.00 (USC). Merchants live in fear of this type of scam and would rather suffer a loss than make a report to the police. Many of the office holders, and some others, are well educated, and about half of the remainder have a fair education. The balance have little or none. The schools are good enough, but there are not sufficient for the population. There is one college, Notre Dame, one lycee (secondary), and eight primary schools, about ten private schools, and one industrial school. Education is not forced on the people and they do not take it seriously, as more than one thousand boys and girls of school age do not attend. The school laws are good but the inspectors of schools and the courts do not enforce them. Some of the

Cities & Towns, Con't.
CAPE HAITIAN, Con't.

601
601-200

teachers are good, but generally they must be related to an office holder. There are many men and women who are efficient but who have no chance. The best schools are the Brothers' and Sisters' catholic schools. The inspectors and professors are anti-American and the pupils are indoctrinated according to their belief. The educational system needs a thorough overhauling and an increase in the number of schools. The city is governed by a Communal Magistrate, two suppleant Magistrates, and seven councilmen. There is one Prefet, one Doyen of the High Tribunal, Judges of the Courts of First Instance and Criminal Courts, two Commissaires du Gouvernement, and the judges of the Police Courts on Tribunal de Paix. The city has a Public Works service and a Public Health service with hospitals. These are all under Haitian administration. The sanitary service is administered by the American Scientific Mission under supervision of Americans. The Customs service and the Garde d'Haiti is also under American control. Aside from these three branches, all other activities are supervised by Haitians. The branches of service under Haitian control are surely and swiftly drifting into the old rut and this because it is the way they desire it.

Hydrography:

601-300

Detailed hydrographic information concerning Cape Haitian and vicinity is contained in Chapter VIII of Volume 1 of the West Indies Pilot (H.O. No. 128). This information is mostly from data obtained by the U. S. S. EAGLE survey about 1916, with corrections from later sources.

Anchorage:

601-400

See "Cape Haitian Harbor" in Chapter VIII of H. O. No. 128 (West Indies Pilot - Vol. 1), and H. O. Chart No. 1231.

Wharves:

601-500

The only existing wharves are, one for small boats from 3 to 5 feet (depending on the tide) just south of the Office of the American Scientific Mission (which is now painted grey and green); one used by the Marine Corps, with similar depths, located about fifty (50) feet north of the iron bridge over the entrance of the Haut-du-Cap River; and a third one by the Customs Office, with depths about the same as for the other two.

Harbor Craft:

601-600

Except for one small, privately owned, motor boat, the harbor craft consist of a few pulling boats (dinghies and wherries) and about 30 heavily-built landing lighters, varying from about 25 feet to 90 feet long, with capacities of from about 12 to 50 tons by

weight (15 to 70 cubic tons). The lighters are constructed to be beached stern first and, depending on the slope of the beach, allow cargoes being landed on dry land over the gang-plank. These lighters are excellent for landing stores.

Landings:

601-700

(a) In addition to landing at the wharves mentioned above, beaches extend from the Customs House north for about 400 yards, and smaller stretches of beach scattered along for another 400 yards to the north. Other landing places are on both sides of the mouth of the Haut-du-Cap River, and on the coast for several hundred yards south of the railroad station. (b) The beaches are shelving, with coral sand bottom. (c) The stage of the tide would have little effect on any of the landing beaches. (d) Landing is practically always possible, although occasionally a very stiff wind would make landing difficult and cause supplies to be damaged by salt water. (e) From the northern anchorage shown on the chart (See H. O. Chart No. 1231) to the northern group of beaches described above is about one thousand yards. From the southern anchorage to the vicinity of the railroad station is about two thousand yards. (f) After the Occupation leaves, it is probable that any defense offered by the Haitians against a landing force would consist of some sniping from houses along the water front, or from the vicinity of the old battery shown on H. O. NO. 1231, just inshore from the boat landing. (g) Destroyers and gunboats could cover landing forces from within the harbor with little or no danger from hostile fire. A few planes with machine guns and light bombs would be the best covering force for a landing force in boats in this case, as they could locate and probably drive off any hostile detachments resisting the landing. (h) A feint against the vicinity of the railroad station, by drawing the enemy forces well away from the other landing points, which are nearer the heart of the town, would greatly reduce the possibility of casualties in a landing.

Fortifications:

601-800

There are no modern forts or guns, and the only fortifications are ruins of bastions and gun emplacements, of brick and mortarbound stone. These are located from Picolet Point south along the narrow shelf of high ground between the mountain and the bay to the battery northwest of Mardi Gras Reef; with another group consisting of some stone emplacements for heavy guns, (1830) on the water front opposite the Garde Barracks, and designated "Battery" on H.O. Chart No. 1231, and a line of crumbling brick gun positions, apparently built about the year 1700, which are located on the water front just south of the Customs House. These latter two fortifications would afford positions for snipers to resist a landing near

Cities & Towns, Con't.
CAPE HAITIAN, Con't.

601
601-800

the Customs House, but could easily be cleared out with a few rounds of 3-inch or 5-inch H. E. shells, or by small bombs from planes.

Climatology:

601-900

The rainy seasons are from November to March. The rains during May, June, July, August and September come during the late afternoons and nights. This part of the year is very hot, both day and night. Nights of the other months become very cool during the early hours. The average minimum temperature over a period of years has been 70.34, and the average maximum 85° F., and the mean annual rainfall in Cape Haitian is 52 inches.

Industries:

601-1000

Except in a very few instances, it can be said that the Haitians have no real occupation, unless politics and methods of graft are considered. There are some tailors, shoemakers, tin-smiths, blacksmiths, carpenters, cabinetmakers, masons, plumbers and mechanics, but their work without foreign supervision is crude. Even the planters or farmers do their work in a half-hearted way. All of the good articles manufactured are by foreigners. Every Haitian is lazy and has a desire to be the boss. The better class think it beneath their standing, even if they could and it were necessary as a means of subsistence, to perform skilled labor. A simple and the best way to describe them as a whole is to state that they are worthless. They make no effort to learn anything that would be for the progress of their country; they manufacture nothing for export, and what articles are exported are given by nature and then exported through foreigners. The merchants are German, French, Italian and Syrians, who run all the stores of any importance and do almost all the importing. There are no mills of any kind. The Haitian-American Pineapple Company, and the Electric Light Plant, are controlled by American interests, while the Ice Plant is owned by another foreigner. Haitians appear to content themselves with small stores and shops and small bars. Not one per cent are in big business. The Haitian-American Pineapple Company, mentioned above, is well equipped with modern machinery for canning pineapples, and is contained in a steel structure.

Commerce:

601-1100

The principal exports are coffee, logwood, cashew nuts, bananas, cacao, canned pineapple and hides, while the principal imports are wines, spirituous liquors, canned foodstuffs, cloth, clothing, household articles, tools and cutlery, as well as gasoline and motor oil.

Cities & Towns, Con't.
CAPE HAITIAN, Con't.

601

Oiling Facilities:

601-1200

None.

Coaling Facilities:

601-1300

None.

Ship Yards:

601-1400

None.

Streets:

601-1500

The town is laid out in such a manner that it is about three miles long and a little over one mile wide at its widest point. The streets are laid out squarely in blocks and run almost East and West. These are numbered from 1 to 35, while those traversing North and South are lettered from "A" to "Q". The streets are well drained by gutters paved with cobble stone on both sides while the center is filled with material that contains a great amount of sand and red clay that dries very fast after a rain. Most of the streets are open to vehicle traffic. The commercial section of the city is from 2nd Street to 24th Street, on A, B and C Streets. Most foreigners who are not Americans live over their places of business. The Americans live in the Carenage section which lies in the northeast end of the town, and in the Bel-Air section which is on the southwest part of the city. The residential section for Haitians is on L Street, also known as Rue Henri Christophe.

Buildings:

601-1600

There are close to two thousand houses in the city, and about half of them are two-story masonry structures with tile or metal roofs. These houses are well built. The remainder are usually of the plastered frame type. The public buildings are also well constructed and of masonry. The Customs House is constructed of iron. The Telegraph & Telephone, Public Works, Post Office, and office of the Collector of Customs are all housed in one block. The court buildings are on 20th Street, as is the Police Station. There are three sub-police stations, one located at the main market, "Marche de Cluny," one at the bridge where the road from Ouanaminthe enters the City, and one at "Barriere-Bouteille," where the road from Ennery and Gonaives enters the city. All of these sub-stations are masonry structures. All in all, the town is well situated and the buildings of good type. The District and Sub-District Headquarters, District of Cape Haitian, are located at Cape Haitian. Both of these headquarters, together with the Department Headquarters, Military Department of the North, and the Department Hospital, Garde d'Haiti,

are located near the sea front, at the northeastern part of Cape Haitian, in the section known as Carenage.

The rectangular compound occupied by these Garde buildings (area: 420 x 500), has been the site of the Government Arsenal or barracks since the Colonial days.

The present buildings, made of masonry, with galvanized iron roofs, with the exception of the long, tall structure now comprising the Garde sleeping quarters, messhall, kitchen, and storerooms, have all been constructed since 1915. The building known as the District and Sub-District Headquarters, Third Company, was constructed in 1930, and is of the type known as a "standard outpost building." Its dimensions are 21 feet by 96 feet. The plan was modified to include the necessary depots, latrines, showers, etc., required for a District Headquarters. The building is roofed with tile, instead of the usual iron. The building used for a combined Garde messhall, sleeping quarters, kitchen, etc., as mentioned above, is quite old. The greater part of its walls remain as constructed over a century ago. The principal modern additions thereto are the District storeroom, gasoline depot, water tank, and roofing. Other buildings in the compound are the Department garage, 24 feet by 150 feet; the Department Headquarters building, 24 feet by 64 feet, which, with the Garage, is at the north side of the compound, and the Department Hospital, 24 feet by 64 feet, situated on the south side of the compound. Both the Department Headquarters and the Department Headquarters and the Department Hospital buildings have balconies on the second floors. They are not of any standard design. The dimensions of the Third Company sleeping quarters referred to above are 36 feet by 200 feet.

The police station can accommodate 100 men. It is of the dwelling type and measures 66 feet by 66 feet, and is two-stories high. It has running water, and is electrically lighted, and is in excellent repair. The other three sub-police stations can house 10 men each, but have no running water or other conveniences.

Possible troop accommodations within the Garde compound at Cape Haitian, are: Third Company (Garde) sleeping quarters, 250 men; additional emergency accommodations for about 50 men could be provided in the District Headquarters building which is 21 feet by 96 feet in size. Water is available, as is electricity. One building, used as the high court, is in good repair and can accommodate 100 men. It has water and electric lights. The Customs House, a steel building, could house 300 men. It has water and electric lights, but no galley arrangements. Many other buildings in the city could be utilized to shelter troops, such as the offices of the American Scientific Mission, the Cape Colonial Club, the Union Club, the Petit Circle Club, and two moving picture theaters. All these buildings are electrically lighted.

Camp Sites: Troops could be housed under tents in the barracks compound to the number of about 150 men. There are two camp sites in the city, one of which is on the Place Saint-Victor, and is now used as such by the U. S. Marines. This is at the southwest end of the city, and is at present up-to-date. The other is the Champ de Mars, and has already been used temporarily by the United States Marines in the early days of the American Occupation. This site is located in the upper western part of the town, and on one side of the field is the Justinien Hospital, while on the other is the Civil Prison. The site is located on high ground and drains easily. Both sites have water connections and electric lights, but neither have sewerage systems. These two sites can take care of one regiment of troops, but the Champ de Mars site would have to be under canvas. There is a small plot of land near the Customs House large enough for a Customs' Guard. This ground is not high, but it is drained, and water and electric current is accessible. These camp sites can be reached by trucks and automobiles.

Hospitals:

601-1700

Three hospitals are located in the city of Cape Haitian, one, the Justinien Hospital, operated by the National Public Health department, located across the Champ de Mars from the Civil Prison; one at the Civil Prison, and one at the Garde Caserne.

The Justinien Hospital has a capacity of 225 beds; - 25 in the Isolation Ward, 188 in General Wards, and 12 in private rooms. Two rooms are set aside as operating rooms, and 1 as a dispensary.

The hospital at the Civil Prison, operated by the Medical Department of the Garde d'Haiti, has 22 beds, with separate rooms available for isolation purposes, and one as a Dispensary which is used also for minor surgery and dressings.

The Garde hospital at the Garde Caserne has a capacity of only 15 beds, divided as follows: 5 beds in the Isolation Ward, 8 beds in the General Ward, and 2 beds in Private Rooms, with one operating room for general surgery, and one room as a dispensary.

The sanitary conditions of these hospitals are excellent. Water and electric lights and current installed.

Transportation:

601-1800

There are no street cars in the city of Cape Haitian. Nineteen public automobiles, thirteen trucks, and one hundred and ten privately owned passenger automobiles were licensed (1932) in the District of Cape Haitian. Horses and donkeys are plentiful but are of very small size and of poor quality.

Water Supply:

601-1900

Water is furnished the Garde barracks by an electric motor pump which fills a tank located in the Garde messhall. The capacity of this tank is 1700 gallons. The source of this water is from a drilled well 150 feet deep. Water is also obtained from the city water supply system operated by the Public Works Department. This water, the supply of which is inadequate for the city, is piped from various springs above the city to a central reservoir located in the hills just to the west of the City of Cape Haitian, and is piped through small mains throughout the city. This water, when used for drinking purposes, should be boiled or chlorinated. The reservoir capacity is 616,000 gallons.

Sanitation:

601-2000

The sanitation of the city is good. Sewage disposal and the water carriage systems are chiefly open. Open boxes on streets, collected daily, and burned in the open, is the manner in which the garbage is disposed of. There are a few cesspools and septic tanks, but pit latrines are the most common type.

The American Scientific Mission has done, and is doing, splendid drainage work of a semi-permanent nature, which should reduce the infections from malaria to a very low figure.

Resources:

601-2100

Plantains, coffee, rice, beans, peas, yams, cocoa, sweet potatoes, small Irish potatoes, petit mil, cabbage, tomatoes, various types of greens; fruits, oranges, bananas, mangoes, pineapples, alligator pears, mellons, bread fruit; meats, beef, goat, mutton, pork; poultry, ducks, chickens, guineas, turkeys and eggs, can be purchased in fairly large quantities, except during heavy rains when roads and trails are impassable. Wood and charcoal for fuel, and corn and grass for forage can be usually purchased in fairly large quantities. There is little of anything kept in stock in Cape Haitian, partly due to lack of a good market, and partly because of rapid deterioration from climate, insects and rodents. It is probable that here, as in other sections of Haiti, in time of trouble or political upheaval, the peasants would remain away from the city, and this would quickly bring on a food shortage.

Public Works:

601-2200

The electric light plant is a branch of the one located in Port au Prince, and is under American supervision. It is a privately owned company supplying current to private interests and also to the

Cities & Towns, Con't.,
CAPE HAITIAN, Con't.

601
601-2200

Government under contract. It uses heavy oil imported for its Diesel engines, and has a steam boiler in reserve which uses wood as fuel. The company puts out 110-volt alternating current, and operates with but few interruptions. There are no gas works nor other public works other than the government operated water works previously mentioned.

Railroads:

601-2300

The railroad is of the narrow-gauge type, and operates between Cape Haitian, Grande Riviere and Baho. The engines and equipment are in excellent condition and consist of two locomotives, using wood for fuel, two first-class cars, two second-class cars, three third-class cars, six freight cars, and ten flat cars. Two trucks of the handcar type have gasoline motors mounted on them, one having a five-horsepower and the other a two and one-half horsepower motor. These are normally used for officials to inspect the road. The station at Cape Haitian is built of concrete blocks and the other stations are of the same material but smaller in size. All railroad property is kept in very good repair. It maintains its own telephone line along the entire right of way, and has its own water system. The roadbed is high and is used in all seasons. The company is known as the "Compagnie Nationale des Chemins de Fer d'Haiti" and is American controlled.

Personalities:

601-2400

The most important citizens not holding voernment positions are:

P. Juvigny
Emile Saint Claire
Aurel Hyppolyte
Arthur Durosier
Vergnaur Leconte
Emmanuel Leconte
Emmanuel Etienne
Joseph Guillaume
Arthur Petit
Dr. Louis Petit
Joseph Beliard
Edmond Dupuy
Lycius Firmin
Cyneas Jn-Baptiste
J. Adhemare Auguste
Canrobert Jean Joseph
Dorcely Francois
Gabriel Lerouge
Arthur Tessier

Emee Manigat
Horace Bellerive
Ernest Dupuy
Dr. Franck Madiou
Charles Leconte
Henri Colas
Odillon Gilles
Abel Hyppolite
Nicolas Verne
Raymond Laroche
Lauriston Laroche
Josias Gauthier
Alexandre Etienne
Courtyllier Piquion
Raoul Piquion
Felesmin Etienne
Boyer Latortue
Volvick Ricourt
Elie Andre

Cities & Towns, Con't.
CAPE HAITIAN, Con't.

601
601-2400

Carmilius Byssainthe
Timoleon Salnave
Coadovir Toussainthe
Milfort Jean-Francois
Dr. Petion Bonvy

Joseph Charles
Solon Mompont
Delens Robinson
Frederick Robinson

The most important citizens holding government positions are:

Edmond Etienne
Paul Desmangles
Felix Martin
Flericourt Perrier
Paul Duplessy
Charles Martin
Raphael Verne
Edrisse Divivier
Raymond Pierre
Albert Beliard
Jules Ascencio
Emmanuel Villard
Dumas Pierre
Luc Grimard
Ludovic Leroy
Leon Colas
August Bastien
Timot Vincent
Louis Marceau Lecorps
Sertorius Orteau
Cyriaque Belotte
Hulin Pean
Joseph Pierre-Louis
Theophile Richard

Guizot Monpoint
Luc E. Fuche
Arnold Francisque
Mirabeau Andre
Mehii Bazin
Lascaze Bernadin
Brave Laroche
Joseph Andre
Villehardoin Leconte
Louis S. Zephirin
Salnave Zamor
Jean Belizaire
Edgard Pierre-Louis
Innocent Grandjean
Derion Leazard
Louis Salnave
Louis Beliard
Stiphen Laguerre
Dr. Franck Glaude
Dr. J. A. Vieux
Louis Mercier
Christian Weliegh
Edmond Garcia
Motholon Boisson.

Newspapers:

601-2500

Le Bulletin des Annales Capoises, a small newspaper, is the only regular paper published in Cape Haitian. Others start up and die out after short periods, their genesis being the temporary interest in news and propaganda aroused by a political crisis.

Topography:

601-2600

The city, being a seaport, begins at sea level and rises to about 200 feet above sea-level on a gradual slope. The terrain about the city is mostly hilly. Immediately north, west and southwest of the city are high steep hills, covered with trees and brush, the location of which is clearly shown on H. O. Chart No. 1231. No rivers flow through the city, but the Haut-du-Cap River empties into

the back channel of the sea. This channel is about sixty feet wide where it is spanned by a bridge constructed of steel with a concrete floor; this is the only bridge in the city. The channel borders on the southern part of the city. About two-thirds of the city is surrounded by hills and the other third is the sea, the harbor of the city of Cape Haitian, which lies east and south of the city. The city is laid out in such a manner that it is about three miles long and a little over one mile wide at its widest point. South and southeast of the city lies the very fertile Great Plain of the North. By road, it is about 15-1/2 miles to Grande Riviere, 28 miles to Plaisance, 41-1/2 miles to Ouanaminthe, 15 miles to Limbe, and 62-1/2 miles to Gonaives.

Cables:

601-2700

There is a branch of the All America Cable Company located in Cape Haitian, with modern equipment. It is known as a feeder station. It has direct lines to New York City, Fisherman's Point (Guantanamo Bay), Cuba, and to San Juan, Porto Rico, via Puerto Plata, D.R. In former days this line was owned by a French Cable Company, but their obsolete equipment has been discarded, as has the line formerly running from Cape Haitian to Mole St. Nicolas.

Telephone and Telegraph Line:

601-2800

The telephones are of the automatic dial type, with a switchboard capacity of 150 phones. At the present time there are 112 private subscribers and 42 official phones in service, necessitating some "party" lines. This system is maintained by the Public Works Department of Haiti, and communication may be obtained with other cities and towns throughout the Republic. The Marine Corps has its own telephone service, with a switchboard and about 35 telephones, and mutual connections with this system and the local automatic line may be had. Telegrams are accepted by, and sent over the telephone lines, by the Telegraphes Terrestres division of the Public Works Department. No telegraph keys are used, but the messages are transmitted by the operator spelling out the message to the operator at the receiving end. This system is slow and unreliable.

Radio Stations:

601-2900

There is no commercial radio station in Cape Haitian. However, the First Brigade operates a radio station at the Marine Barracks in Cape Haitian, which does not handle commercial messages.

Clubs:

601-3000

There are four clubs in Cape Haitian. Officers of neither the Occupation, nor of the Treaty Departments are not members of any of the Haitian Clubs due to a simultaneous movement on the part of those three clubs several years ago which made such officers ineligible for membership. For that reason, the Cape Colonial Club was

Cities & Towns, Con't.
CAPE HAITIAN, Con't.

601
601-3000

established as a "white man's" club in this city. All officers of the Occupation and Treaty Departments and the leading American and European civilians in Cape Haitian, and the Military Department of the North, are either resident or non-resident members of this club. It has a membership of 50 resident and 20 non-resident members.

The Union Club is the oldest of the local clubs and is the meeting place of the "high society" Haitians. Its membership is about 40, all active members, with some foreigners, but mostly Haitians, the latter being either lawyers or government functionaries.

The Petit Cercle Club has a membership of about 50, all of whom are mulattoes, and is affiliated with the Cercle Printannia (Ladies' Auxiliary).

The Cercle du Cap club has a membership of approximately 70, all of whom are blacks who are either lawyers, government functionaries or employees of the local commune.

Aviation Flying Fields:

601-3100

There is no aviation landing field in the city, but one is located about three miles from town and can be reached by automobile. This field is in good condition and in use at the present time by Marine Corps planes. It is believed that autogyros could land on the camp sites mentioned in preceding paragraphs.

Hydroplane Anchorages:

601-3200

Hydroplanes could land in the harbor of Cape Haitian in an emergency, though Caracol Bay, about 14 miles from the city is the usual landing place for seaplanes visiting Cape Haitian. An automobile road connects the two places.



CAYAGO
K8A-48 Scale 5000
Alt. 5000

CARACOL

601

With a population, and built at sea level, the town of Caracol is situated on a salt flat on the northern coast of Haiti, 21-7/8 miles east of Cape Haitien. The town is laid out parallel to the coast. At high tide, the eastern end of the town is separated from the western end by the tide water. There is a fringe of mangrove along the water edge which obscures the town from the sea. All streets run east and west and are always in poor condition, not being ditched or drained. The Le Trou River runs into the sea at the eastern end of the town. There are no stores, no foreigners and no public houses. All buildings in the town are plastered thatched houses. Caracol is 4-3/8 miles from LeTrou and Cape Haitien is 21-7/8 miles distant. The road from Caracol to LeTrou is a mere trail for the first 2-1/2 miles, the remainder being passable for automobiles at times during the dry season. There is a telephone in the Garde Barracks. The Barracks could accommodate 15 men. In the eastern end of the town there is a small camp site, just above tide water. Beef, goat and hogs are plentiful, produce is very scarce. Wood for fuel is plentiful. Grass for forage is always plentiful, but corn which is not very abundant in the rainy season is very scarce during the dry season. The rainy season is from October to January. The average daytime temperature is 76 degrees Fahrenheit and that at night is 70. The general health is good. The most prevalent diseases are fevers, syphilis and tuberculosis. The water supply is always sufficient, but not always satisfactory. At time when the river is dry, it is necessary to sink wells in the sand of the river bed to reach fresh water. This water should always be boiled.

The inhabitants are all illiterate blacks. The politicians are the typical Haitian politician. The schools are poor, and the teachers incompetent. There are no merchants. The town is governed by a Magistrate and four councilmen who are elected by the people every two years. There are no landing fields for planes, but it would be possible for a plane to land on the salt flats at low tide. The most important citizens are Monestine Seide, Montreuil Pierre, Alcinas Morency, Josue Joseph, Leon Joseph and Aurelien Raymond.



CAVES JACMEI
K8A-56 - Scale $\frac{1}{5000}$
Alt. 9000

CAYES-JACMEL

601

Cayes-Jacmel is a small town of about 600 inhabitants, situated on the southern coast of Haiti, about 7 miles east of Jacmel, wherein an outpost of the Garde d'Haiti consisting of 2 enlisted men is maintained. It is on the main road leading from Jacmel to Marigot, which is suitable for automobile traffic, and is about 16 miles west of Marigot. There are no foreigners in the town; the buildings, with the exception of the church, which is of concrete construction, are all plastered frame structures, not suited to accommodate troops. Drinking water for the town is obtained from a small stream, which rises in the vicinity of a lake known as Etang Bossier about 1 mile north of the town, and which flows into the sea at the eastern limits of the town.

A hydro-electric plant, which supplies current to Jacmel, and to Cayes-Jacmel, is located about 1 mile north of the town. A trail leads to Furey, Kenskoff, and Petionville, passing over the following mountain ranges: Mt. Cabaio, altitude of 2,350 meters; Bouretie, altitude of 1,530 meters; and the Kenskoff mountains which have an altitude of 1,420 meters. The church, the only building large enough to be considered for billeting purposes, could accommodate 150 men. The people are engaged in farming and fishing on a small scale, and are not engaged in importing or exporting, or in any manufacturing industries.



K8A-80-SCALE 1/7000
Alt. 7000

CHARDONNIERES

601

The town of Chardonnières is situated in a plain on the southern coast of Haiti, at an elevation of about 3 feet above sea level, and has a population, estimated at 1100 people, the majority of whom are uneducated blacks engaged in farming and operating small stores. An outpost of two men of the Garde is stationed in the town. The Chardonnières River flows into the Caribbean Sea about one half mile west of the town, and water for the town is obtained from this stream and from nearby springs. There are two dirt streets, which are poorly drained. No roads lead out of the town. Chardonnières is about 5 miles by trail northwest of Les Anglais and Port à Pinant is about 5 miles by trail to the east-southeast. The Garde Barracks and the Church are the only buildings in the town that are not of plastered frame construction. These two buildings being of masonry.

The only telephone in town is in the Garde Barracks, and is for public use. The Barracks would accommodate 15 men. A Camp site could be established in the site of the open market on hard dry land, and would accommodate about 40 men. The mean average daytime temperature is 88° F., and that of the night is 70°.

Malaria, yaws and syphilis are the most prevalent diseases. The most important citizens are: Ferdinand Dufanel, farmer; Crosy Melse, lawyer; Gabelus Pierre-Louis, lawyer; and Lord Byron Esperance, merchant.



Corail
K8A-70 SCALE 5000
Alt. 9000

CORAIL

Corail is a small coast town on the northern coast of the southern peninsula, situated at the foot of Mt-Rimbaud, at an elevation of 6 feet above sea level, about 22 miles east of Jeremie. It is of no importance as a seaport, and commercially is of no importance. Sub-District Headquarters of the Garde, consisting of one officer and twenty enlisted men is located here.

Population: Population of the town is approximately 1200, the majority of whom are uneducated blacks. No foreigners reside in the town.

Industries: There are no manufacturing industries in Corail. Speculation in coffee and cotton are the principal occupation of the people. Others run small stores for trade with the peasants.

Streets: There are four principal streets which run from east to west. Here are found the small stores of the merchants, there being no commercial section. The streets are hard packed earth, mostly well drained.

Buildings: The buildings are of plastered frame construction, one-story in height, with a few two-story buildings of the same construction. The Garde Barracks is of concrete, two-story, and could accommodate 75 men. Water for drinking, cooking and bathing purposes is available. The only other building suitable for troops is the Church, also of concrete, and could accommodate about 50 men. Camp site: A camp site could be located at the present open market place and would accommodate about 75 men. No shelter. Drainage poor. Water could be obtained from the Barracks about 500 yards distant.

Water supply: Water is obtained from wells in the town. It is potable, but necessary to boil it when used for drinking.

Sanitation: The sanitation of the town is fair. Malaria is common during the rainy season, and yaws and syphilis are common.

Personalities: The most important citizens are E. Laplaceh, D. Bernard, Ney Gilles, Louis Gilles, Samuel Bellegarde and B. Raphael.

Topography: Corail is situated at the foot of Mt-Rimbaud, with the Lacombe River, which has its source south of Corail, flowing about 2 miles west of town. This river irrigates many small farms on the plain west of Corail. An automobile road is now under construction from Corail to Jeremie. Numerous mountain trails lead into town from the rural sections. These are passable except in extremely wet weather. Corail is about 11 miles east of Roseaux by



Cotes de Fer
K84-59 Scale 5000
Alt. 9000

Cities & Towns, Con't.
CORAIL, Con't.

601
601-2600

trail and nine miles west of Pestel, also by trail.

Telephone and Telegraph Line: There is a small switchboard at Corail, operated by the Public Works Department, with a capacity of six lines. There are but three subscribers. Telegraph messages are sent over the telephone line by being spelled out by the operator. This line connects with Jeremie, Anse-a-Veau and Port au Prince, and intervening places where there are outposts or detachments of the Garde.

COTES-DE-FER

601

Cotes-de-Fer is built at the base of the mountains, and is bounded on the East by Morne du Fort, on the North by Morne du Presbytere are Morne Blanchard and on the west by the Cotes-de-Fer River. On the south lies the Caribbean Sea. It lies to the west of Bainet and southeast of Aquin. The population is about 2000 and the elevation is from 2 to 3 feet above sea level. The streets are narrow and of dirt construction. One street leads north to Petit Goave, and a trail leads 20 miles to the west to Bainet. Water is obtained from the river. There is a Garde outpost composed of three enlisted men. The buildings are small plastered frame structures, or thatched houses. The Garde barracks could house 50 men. There is a level spot west of town, near the river, which could be used as a camp site. The majority of the inhabitants are uneducated blacks, engaged principally in farming. The most important citizens are Mr. Perez.



LAKA SSIA S
KGA-82 Scale 7000
Alt. 7000

Cities & Towns, Con't.

DAMASSIN:

601

The village of Damassin is located on the southern coast of Haiti at an elevation of three feet above sea level and has a population of about 300 people. An outpost of the Garde, consisting of two enlisted men is stationed here. The town is of no importance, has no streets, and no roads lead to it. Numerous trails lead into the rural sections, with one northwest for four miles to Port-a-Piment, and another to the southeast to Les Coteaux. Water is obtained from wells about the town. All buildings in the town except the Garde Barracks and the Church, which are of masonry, are of plastered frame construction. The Barracks can accommodate 15 men. A camp site to accommodate 30 men could be established in the present open market. The inhabitants as a rule are uneducated blacks, engaged in fishing, farming and operating small stores. The average daytime temperature is 90 degrees Fahrenheit and the night averages 70 degrees. The most prominent citizens are Homere Hyppolite, Blaise Dormismont and Emile Cotaire, merchants.

DAME MARIE:

601

Importance: Dame Marie is located on the western coast of the southern peninsula of Haiti at latitude 18° 35' N and longitude 74° 25' West. It is situated southwest of Abricots and northeast of Anse d'Hainault. It is of no importance as a naval or military base. A sub-District Headquarters of the Garde d'Haiti is maintained there with 1 officer and 8 men.

Population: The population is estimated at 3,000. The only foreigner is a German by the name of Theo. Sandel.

Anchorage: Due to many reefs, it would be necessary for ships to anchor several miles off the coast, only small coastwise sailing boats being able to reach the town. There are no wharves or harbor craft.

Climatology: The mean average day temperature is 85 degrees Fahrenheit, and at night 70 degrees. The mean average annual rainfall is sixty inches, and the rainy season usually occurring during the months of April, May and June.

Industries: There are no manufacturing industries in Dame Marie. The usual small stores for trade with the peasants is the chief occupation of the people of the town. Commercially, the town is important only as the largest cocoa producing centre in the south of Haiti.

Streets: The east and west streets are the Rue de la Riviere, Roche Glavers, Rue Bel Air, Rue Spehbach and the Rue Choislil. The



DAME MAXIE
K8A-75-SCALE 1
Alt. 8000

north and south streets are the Grand Rue Borde Mer, Rue Dindinmery, Rue Geffrard and Rue Morette. They are constructed of hard packed earth and are well drained.

Buildings: The Garde Barracks, several large storehouses for coffee and cocoa, and about ten business houses are of construction, concrete. All other buildings are of the plastered frame type of construction. The Garde Barracks is a two-story building of concrete construction, and can accommodate about 75 men. Three coffee and cocoa warehouses could accommodate about 50 men each. Camp Site: A camp site could be established on the Place d'Armes and would accommodate about 100 men.

Water Supply: The water supply of the town is obtained from the river, and nearby small springs which are dry except during the rainy season. Rain water is used to a great extent. The river which flows through the centre of the town is often dry. All water used for drinking purposes must be boiled.

Sanitation: The sanitation of the town is poor, and, as a result, malaria and blackwater fever are prevalent. Also, as in other parts of Haiti, yaws and syphilis are very prevalent.

Personalities: The most important inhabitants are A. Dumas, B. Thomas, B. Lindor, D. J. Pressoir, D. Lalanne, E. Piou, J. Brezault and S. Morin.

Topography: The town proper is built on a flat plain except for the Place d'Armes which is built on a small prominence. A small river runs through the centre of the town and is very often dry except for small holes which are filled with stagnant water. The land nearby is low and marshy. The open market is situated in the center of the town, on the Place d'Armes. The Dame Marie-Abricots-Jeremie Road is about 32 miles long, and unsuited for motor traffic. There are two strategic points on this road which would present difficulties to advancing troops. 1st. Trou d'Enfer (Hell Hole) between Petit Riviere and Abricots. The road here strikes the sea. Large swamps fed by a small mountain stream are at the edge of the sea. The outlet of this swamp is continually changing and at times is very dangerous to approach. The road leading around the beach is very narrow, and the sand shifting and treacherous. A detour around this swamp is a small trail going one mile inland at the near edge of the swamp. 2nd. Anse du Clere; the road following the coast cuts into the mountain side at a height of about 300 feet. The road is very narrow and two animals can pass only with difficulty. The lower side of the road drops abruptly into the sea, and the mountain on the opposite side rises very abruptly. A small force of men could easily defend this point against a superior force. The road could also be destroyed

very easily. A detour around this is possible through the town and over the mountains to the east. Water is to be found at Petit Riviere, Abricots, Anse-du-Clere and Bon-Bon. The Dame Marie-Anse d'Hainault Road leaves Dame Marie by the beach going south and connects with Anse d'Hainault about 8 miles away. This road does not follow the coastline but cuts inland and passes no villages or towns. It can be travelled in one and one-half hours by horse. Unsuitable for motor traffic.

Telephone and Telegraph: There is no switchboard at Dame Marie, and the only telephone which connects the town with adjacent ones is located in the Garde Barracks.



Fort Liberty
K8A-43 SCALE $\frac{1}{9000}$
Alt. 9000

FORT-LIBERTE:

601

Fort-Liberte with a population of 1200 and at an elevation of 30 feet above sealevel, is located on the south side of the bay of Fort-Liberte and 3 miles north of the Ouanaminthe-Cape Haitien Road. To the northwest, about 7-1/2 miles distant there are mountains, to the south, east and southeast there are large plains which extend to Acul-Samedi to the south and to Ouanaminthe on the east. Another plain extends to Terrier Rouge on the west. All streets run north-south and east-west. The north-south streets are the most important, and run through to the bay. The east-west streets are poorly kept, but most of them are open to vehicular traffic. The market place is in the center of the town, with houses scattered on the north, west and south sides. The main street of the town runs along the east side. There are small shops scattered throughout the town, but the principal business houses face the market place. Two French citizens and one English Negro operate stores and the only other foreigner, a Dominican runs a small farm near town. The business houses are mostly two-story masonry houses, with the proprietors residing on the upper floor. The majority of the other houses in the town are masonry, but there are a few native huts. Terrier Rouge is 14 miles distant; Perches 15 miles; Acul Samedi 11; Ferrier 7-1/2 and Ouanaminthe 12 miles distant.

The Ouanaminthe-Cape Haitien Road is the Principal highway through this section, and passes three miles south of Fort-Liberte, and is connected through a two way dirt road. This road is usually passable, but rather difficult for motor vehicles after heavy rains. There is a telephone switchboard with three plugs operated by the Public Works Department, with connections to all nearby Garde Stations and large towns. The Garde Barracks, a masonry building 21' x 62' will accommodate 30 men. The Catholic Church, 150' x 60' will accommodate 125 men, the Dispensary 15, and the Customs House 75. The public square located east of the Catholic Church would accommodate a large number of men, is level, well drained and seldom flooded. Water could be obtained from the well in the square or trucked from the Marian River 3/4 miles south-east. Native produce and beef are obtainable in large quantities; charcoal and wood for fuel are also obtainable in any quantity. Gras and corn are available for fuel at all times. The rainy season extends from April to November. The average daytime temperature is 80 degrees F., and the temperature at night averages 55 degrees. Fever and malaria are prevalent during the rainy season. 90% of the populace are blacks and the remainder mulattoes, and all are generally illiterate. The politicians are the usual types. There are the usual artisans in the town, but the principal occupations are logwood operations, farming, bee-keeping and cattle raising. There are ruins of two obsolete French forts near the town, of no military value. The most important citizens are; Beaud'oeuf Augustin, Leopold Azemard, Arthur Bastien, Octavien Bastien, Alexis Blot-Fils, Joseph Calixte, Michel Giordani, Lebreton

Cities & Towns, Con't.
FORT-LIBERTE, Con't.

601

Hilaire, Preval Lemarc, Bertrand Lamonthe, Marius Manigat, Gustave Phanord, Felix Charles, Clodius Charles-Pierre, Massena Charles-Pierre, Thomas Charles-Pierre, Leonard Durand, Filsaime Ernest, Clorident Prophete, Micius Prophete, Scevola Raphael, Leonzac Salvant, Eugene Tassy and Augustin Giordani.

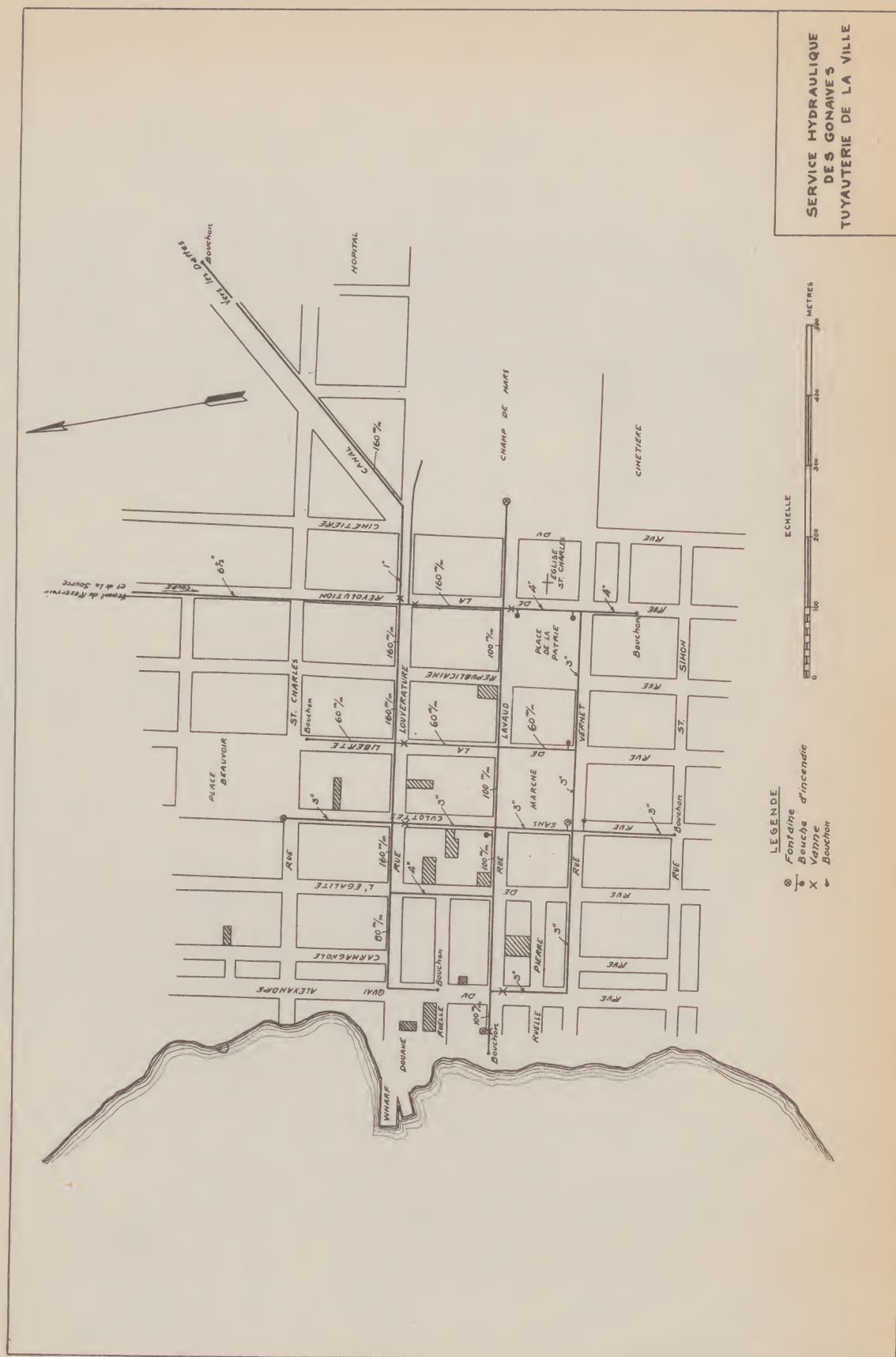


CONRAD Scale 1
K8A-19-1 10000
Alt 1000



GONNAN
KBA-19-2
SCALE 1:1000
ALT. 10000

SERVICE HYDRAULIQUE
DES GONAIVES
TUYAUTERIE DE LA VILLE



Cities & Towns, Con't.

GONAIVES

601

Garde d'Haiti Distribution

Officers Men

Department Headquarters	3	--
District of Gonaives (Headquarters)	2	--
Sub-District of Gonaives	1	93
Outpost at Ennery	--	4
Sub-District of Gros Morne	1	10
Outpost at Terre-Neuve	--	4
Outpost at Anse-Rouge	--	4

Importance:

601-100

Gonaives is important due to its position as a seaport and also to its location on the main highway between Port-au-Prince and Cape Haitian. It is approximately 107 miles by automobile road from Port-au-Prince, and 75 miles from Cape Haitian. Gonaives is the headquarters of the Military Department of the West, and of the District of Gonaives, of the Garde d'Haiti.

Population:

601-200

The population of Gonaives proper is estimated to be between 15,000 and 20,000 people, including about 100 foreigners, French, Germans, Syrians, and naturalized Americans.

Hydrography:

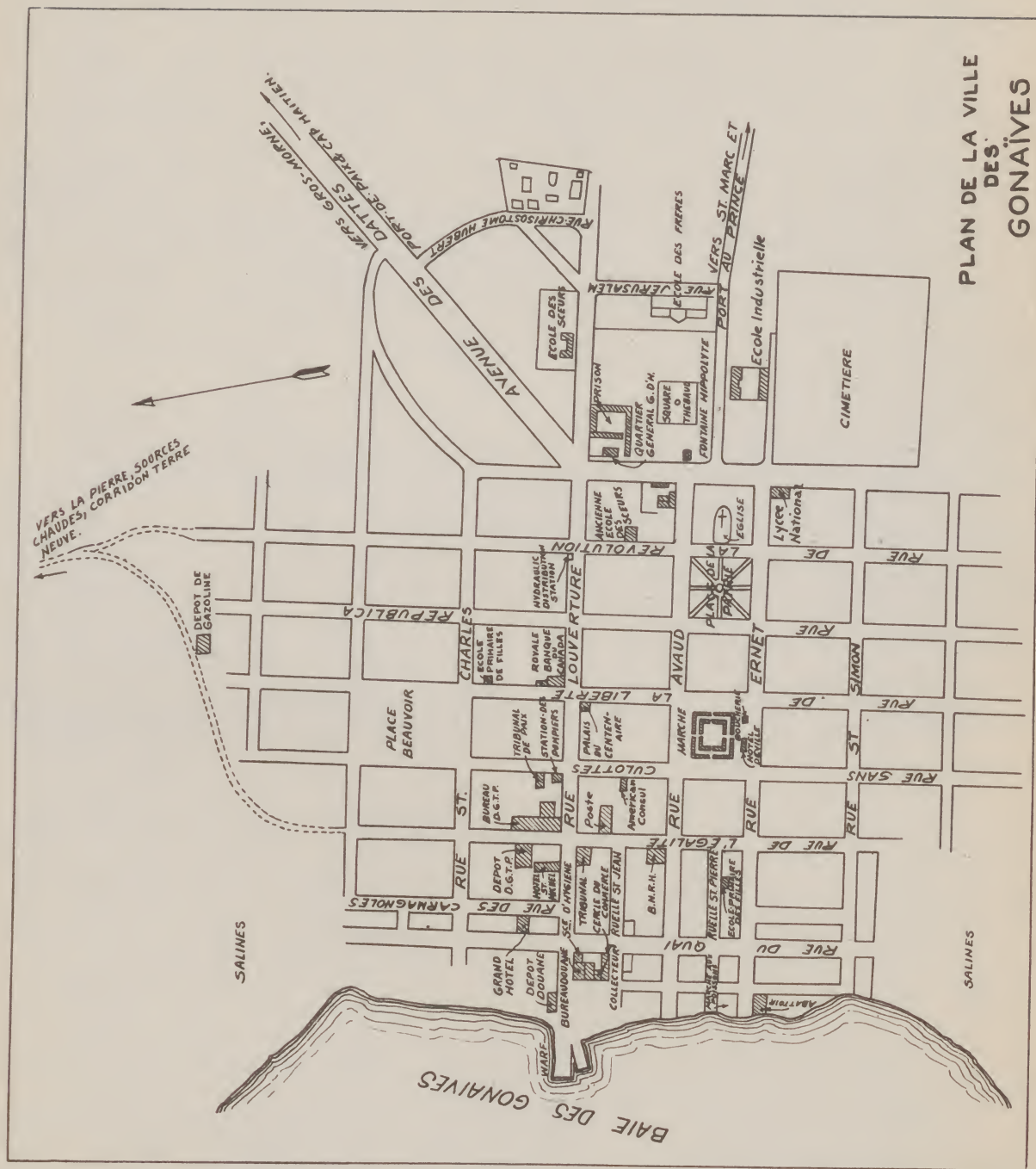
601-300

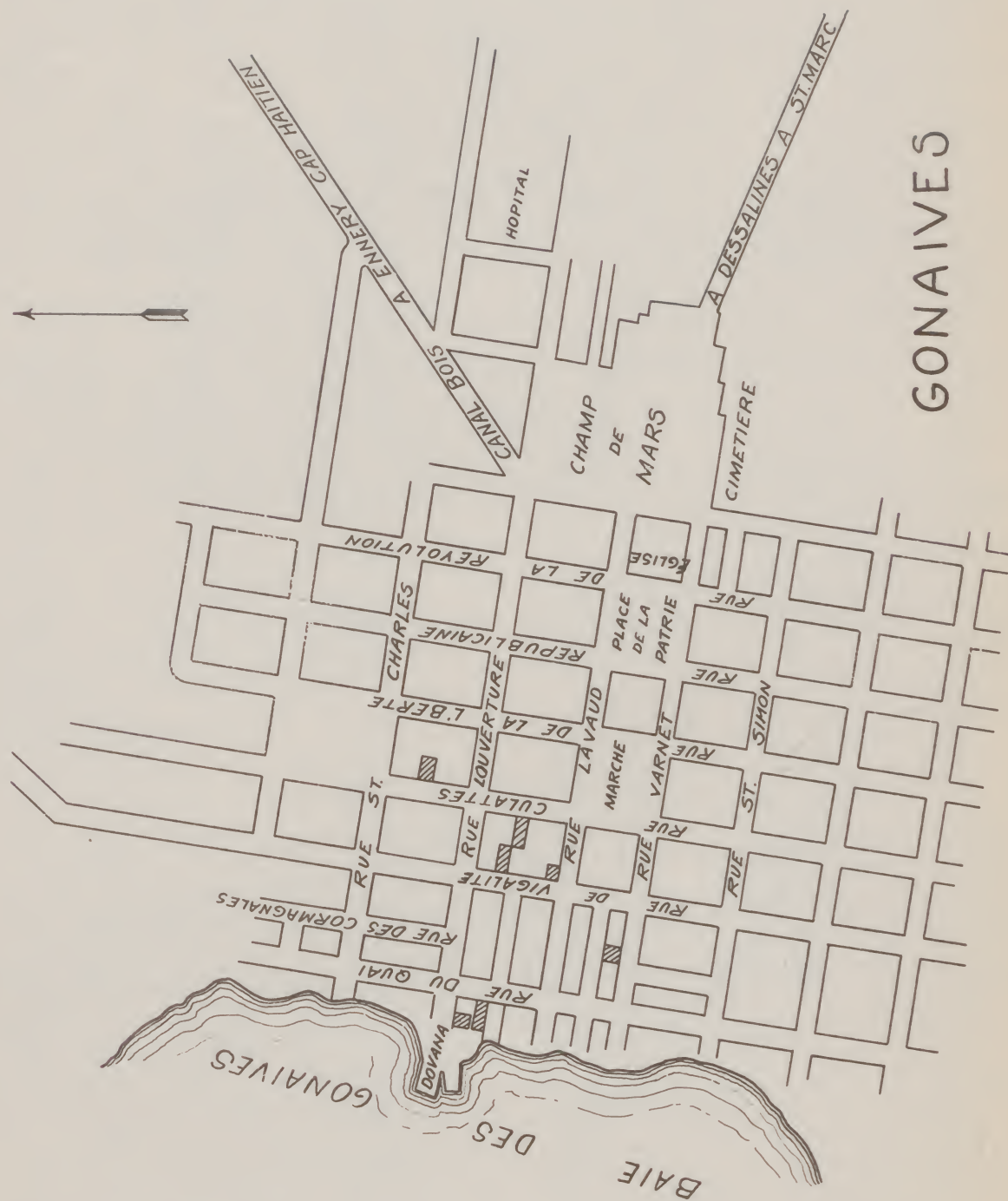
Gonaives is situated on the eastern shore of the Bay of Gonaives, on a flat saline. The dry plain of Gonaives covers about forty square miles and extends to the northwest where the hills rise from the bay. The city is very level, only a few feet above sea level. On approaching the town from the bay, the northern coastline is hilly, while the shore immediately at Gonaives and to the south is flat and marshy. The depth of water in the bay ranges from about 80 feet around Point La Pierre, where the lighthouse is located, to about 9 feet at the end of the wharf in Gonaives. The entrance course is designated by buoys. (Approximately one mile from the wharf, a buoy designates the submerged wreck of the "Crete-a-Pierrot", an old gunboat sunk by Admiral Killick early in the 20th century. This wreck lies about 9 feet under the surface of the water.) The bottom of the bay is of mud.

Anchorage:

601-400

Ships may anchor at most any point in the bay except at the point designating the wreck of the "Crete-a-Pierrot." The southern shore line is muddy, and covered with mangrove trees, while the northern shore line is rocky and hilly, covered with underbrush in





Cities & Towns, Con't.
GONAIVES, Con't.

601
601-400

most places, and with corral and rocky reefs lying close to shore. This harbor is used frequently by the U. S. Scouting Fleet and the Special Service Squadron and a complete plotting of the harbor has been made for anchorage purposes.

Wharves:

601-500

Two wharves are located close together adjacent to the Customs House. One is of concrete, and the other is a wooden structure. The concrete wharf is about 113 yards long, 19 yards wide, and is 6 feet above the surface of the water. The water is about 9 feet deep at the end of the wharf, and has a depth of only a few inches at the shoreline. Landing platforms and stairways are located at each side of the wharf. Two cranes are located on the dock, one with a lifting power of 1-1/2 tons, and the other two with a capacity of 3-1/2 tons. The wooden wharf is somewhat smaller in size and is in a poor state of repair, little attention having been paid to it since the erection of the more modern concrete wharf. There are no buildings or tracks on the wharf, which is located in the Customs yard, with the Customs wharhouses, and the Customs office all within 250 feet of the land end.

Harbor Craft:

601-600

There are from 20 to 30 lighters, with a capacity of about eleven tons each, belonging to Reinbold & Company, Lacroix & St. Remy, and Antoine Geffrard of Gonaives. One motorboat equipped with the engine of an old Buick touring car, owned by Reinbold & Company, is used to tow the lighters of that company. Another motorboat is owned by Abel Lacroix of the firm of Lacroix & St. Remy of Gonaives. About twenty small sailboats complete the harbor craft in this harbor.

Landings:

601-700

Landings can easily be made on any side of the harbor. The beach consists of muddy flats or salines between the mangrove groves to the south and southeast, and somewhat firmer though steeper shores to the north and northwest. Landings can be made at any stage of the tide, in motor sailers, or other small boats, and in all kinds of weather, as the water in the harbor never gets very rough. Boats usually anchor about one half to one mile from the dock. The city is entirely unprotected from attack by hostile forces. The only defense available is rifle fire. Were field pieces or auxiliary weapons available, some opposition could be offered to an invading force by placing the guns on the coastline heights to the north and northwest of the harbor. The landing of troops from ships could be covered by the ships' secondary batteries, or by overhead machine gun fire.

Cities & Towns, Con't.
GONAIVES, Con't.

601

Fortifications:

601-800

There are no fortifications in or near the town of Gonaives.

Climatology:

601-900

The mean annual rainfall for Gonaives, for several years, is 21.58 inches, with the rainy season extending from May to September, and even at times to include October. The hottest months of the year are June, July and August. The average temperature is 80.8° F., for the year, with an average for the month of July of 83.3° F., and with a maximum for the month of July, 1914, of 84.2° F. The temperature drops about 10 degrees during the night. The coolest months are November, December and January.

Industries:

601-1000

There are no industries at Gonaives with the exception of the electric light plant, which also produces ice, some distilleries within the district but outside of the town limits, and about three small bottling plants where native drinks such as Kila Champagne and sodas are manufactured and bottled. There is an inoperative copper mine at Terre Neuve; and five small cotton gins in the vicinity of Gonaives. The merchants are all importers and exporters, or speculators in native grown crops.

Commerce:

601-1100

The principal exports consist of coffee, cotton, log-wood, lignum vitae, sugar cane, skins, and honey, which are sold in the United States and Europe. The principal imports are manufactured food stuffs, cloth, lumber, gasoline and motor oils, kerosene and cutlery. The most prominent business firms are Reinhold & Company; Lacroix, St. Remy; A Geffrard; F. Thiesfield, (all exporters of coffee, cotton, skins, except Lacroix & St. Remy who import gasoline, kerosene, flour, fish, etc.) A. & F. McGuffie, importer of food stuffs and general merchandise.

Oiling Facilities:

601-1300

None.

Ship Yards:

601-1400

None, with the exception of two located on the southern shore of the bay of Gonaives, engaged in building and repairing the comparatively small Haitian coastwise and fishing sailboats.

Streets:

601-1500

The streets run from north to south, and from east to west, are of dirt construction, with wide ditches at each side for drainage purposes. Sidewalks are practically unknown. The roadways are quite well kept, and are from 30 to 40 feet wide. The principal street running through the town proper starts at the wharf, and has a surface of crushed rock, as has that part of the Port-au-Prince--Cape Haitian highway, which runs through the town, and which is known as Avenue des Dattes due to the number of Date Palms growing alongside this street. During the rainy season, these streets, though not impassable for automobile traffic, become very muddy. The business section is located in the center of the city, and many of the Syrian, as well as a number of the Haitian, merchants reside over their places of business. The better class of homes, however, are located on the Avenue des Dattes.

Buildings:

601-1600

The houses are, as a rule, frame structures, with the commercial houses and a few of the residences built of concrete. The Garde barracks, located at the intersection of the main street known as Rue Louverture, and Avenue des Dattes, was built in 1926, and is of masonry construction. It is a two-story building 62 feet long and 42 feet wide. Offices occupy the second floor, and the first floor is taken up with a small dispensary and sick bay, enlisted sleeping quarters, and storerooms. In the compound are located additional buildings used as mess hall, kitchen, and officers latrine and washroom equipped with running water, the civil prison, and stables for four horses. Running water and electricity are in the compound. One hundred men could be accommodated here. The Catholic Church fronts on the church park, with Rue de la Revolution passing the door. The church is built of cement, and is large enough to accommodate from 150 to 200 men. It is situated between Rue Vernet and Rue Avana, about two blocks from the open market place.

The warehouses of the firms mentioned in 601-1100 could each accommodate from 100 to 200 men. Running water and latrines are located in, or nearby, all of them. The Club Gonaivien, within two blocks of the Garde Barracks, on Avenue des Dattes, is a one-story frame building, with a wide cement porch on two sides of the building, and with outbuildings used as kitchens and latrines, as well as servants quarters. This Club has running water and electricity installed, and could accommodate from 50 to 75 men. The Commercial Club, just around the corner from the Customs House, is located in a 2-story building, equipped with electric lights and running water, and, with the wide balcony on the second floor, could accommodate 100 to 150 men. In addition, two fairly large hotels, the City Hall, the Service Technique School, the Customs warehouses, and ten to fifteen

Cities & Towns, Con't.
GONAIVES, Con't.

601
601-1600

of the larger private residences, all of which are equipped with running water and electric lights, could be used as quarters for troops. Numerous camp sites are located in and about the town. The drill field of the Garde d'Haiti, located just west of the compound, and extending from the barracks to Rue Admiral Killick, is one of these. Water could be obtained from the fountain in the center of this plot of ground, or from the barracks grounds. Near the southwest corner of this field, on the opposite side of Rue Admiral Killick, is located the Service Technique School, with other camping facilities. Water, electricity, and a small machine shop are located in the school grounds. The Church Park, extending from Rue de la Revolution to Rue Republicain, and from Rue Vernet to Rue Avana, with the bandstand in the center, has no water on the grounds, but sufficient could be obtained from the Church and other buildings nearby. The open market place in the adjoining block also could be used for the purpose of billeting troops under canvas.

Near the northeastern edge of the city is a bare plot of ground about two blocks square fronting on Rue St. Charles. The only bit of construction on this plot of ground is a statue of a black "Christ" in the center of this park. Electric light wires could be run over this land from the street lighting wires, and water could be obtained from the buildings bordering this plot. Wide grounds, sheltered by coconut and royal palms, at the Gonaivien Club, could be used as a camp site for several hundred men. Tents could be erected in the Customs Yard for the accommodation of over 100 men, near the wharf.

Hospitals:

601-1700

The hospital in Gonaives is located about a block and a half to the northeast of the Garde Barracks, between Rue St. Charles and Rue Louverture. It is operated by the Public Health Service of Haiti, and is equipped with running water and electric lights. It has a 29 bed male surgical and medical ward, a 26 bed female surgical and medical ward, a 12 bed male isolation ward, and 8 bed female isolation ward, and 1 private room. It also has an operating room and laboratory, and operates with a staff of 35 people.

Transportation:

601-1800

During the past year 14 public passenger carrying automobiles, 23 trucks, and 52 privately owned automobiles were licensed in the District of Gonaives. No street cars are in the town. Very few wagons, and a few ox carts are in use. However, horses and small native donkeys (or Bourriques) are numerous, but they, as elsewhere in Haiti, are usually underfed and in poor condition, and will generally be found to be covered with saddle sores. At the early

stages of the American Occupation, a railroad was in existence between Gonaives and Ennery, and was used for transporting mahogany and other produce to the port of Gonaives. However, this road has not now existed for several years, and the equipment has become scrapped, and the ties and rails for the most part appropriated by the inhabitants for miscellaneous private enterprises. The main highway between Port-au-Prince and Cape Haitian, for most of the way between Gonaives and Ennery, follows this old roadbed and passes over the old steel railroad bridge about three-fourths of a mile this side of Ennery.

Water Supply:

601-1900

The water that is piped into the city of Gonaives is obtained from springs in the hills back of La Pierre about 7 miles northwest of town. These springs, with an average flow of 150,000 gallons empty into a reservoir with a capacity of 260,000 gallons, and from there is led through iron pipes to the town. A considerable amount of calcium is found in this water, which leaves a deposit in the pipes, and obstructs the flow. During the dry season water is at times scarce and this necessitates the regulation of water, while during the wet season, there is an over supply. In addition, there are 481 wells in Gonaives which furnish drinking water.

Sanitation:

601-2000

Sanitary inspections are made daily by inspectors of the Public Health Service, with a view to mosquito control, at which time swamps and stagnant waters are sprayed with a Paris green lime mixture. Streets and drainage ditches are cleaned, and garbage collected from in front of the houses, daily. However, due to lack of appropriations to successfully carry on this work, the limited personnel, and the quite large area covered by swamps and marshy land about the town, malaria and dengue are the most common diseases, outside of yaws and syphilis which are common throughout the island. A few septic tanks are in use but the majority of houses use open privies. There is no sewerage system except open ditches running alongside the streets, which take care of the drainage of the streets as well as the outlet of the outdoor swimming pools or bassins used by all except the peon class.

Resources:

601-2100

Imported foodstuffs can be obtained from the stores of Messrs. A. & F. McGuffie, which firm also handles imported and domestic liquors, in moderate quantities; gasoline, oils and automobile parts and accessories from the firm of Lacroix, Sty. Remy; lumber, cement and building materials from Reinbold & Company, and American

Cities & Towns, Con't.
GONAIVES, Con't.

601
601-2100

and European cotton and linen clothing materials from the various Syrian merchants, the most prominent of which appears to be one, Michel Zuraik. Local produce, fruits and vegetables, are obtainable in moderate quantities when in season. Beef (native) can be obtained in almost unlimited quantities. Grass, maize and corn can be purchased in limited quantities for forage. Numerous salt beds are located to the northwest, west and southwest of town, but the sanitary conditions surrounding their upkeep are not of the best.

Public Works:

601-2200

An electric lighting plant, which furnishes 220-volt direct current, as well as manufactures ice, which is owned by Mr. E. Traviezo, and operated under a franchise from the Haitian government. This plant furnishes street lights, and current to the government buildings, commercial houses, and private dwellings, and charges a rate of fifty cents (American gold) per month for each socket installed in the houses. Two lamps are always connected in series, so the rate charged per month is \$1.00, \$2.00, \$3.00, for two, four, or six light sockets, etc., regardless of the amount of current consumed by the occupant. The water works, maintained and operated by the Public Works Department has been described under 601-1900. There are no gas plants or other public works except the telephone system which is described under 601-2800.

Railroads:

601-2300

None.

Personalities:

601-2400

Antoine Geffrard	Wholesale dealer.
Leon St. Remy	Importer.
Abel Lacroix	Importer.
A. & F. McGuffie	Importer.
Lys Latortue	Lawyer.
Valcour Pasquet	Lawyer.
Rene Latortue	Lawyer, government official.
Joseph Titus Jeune	Lawyer, government official.
Auguste Cabeche	Lawyer, government official.
Jn-Baptiste Pelissier	Lawyer, government official.
Ludovic Pelissier	Merchant.
Joseph Richard	Speculator.
Francois Kernisan	Ex-Prefet.
Fritz Thiesfeld	Speculator.
Jn-Baptiste Cabeche	Judge.
J. B. Diaquoi	Court official.
Alfredo Sixto	Civil engineer, Public Works
Jules Debrosse	Notary Public
Eugene Debrosse	Merchant, ex-judge.

Cities & Towns, Con't.
GONAIVES, Con't.

601

N Newspapers:

601-2500

There is no newspaper published regularly in Goanaives, or in the district.

Topography:

601-2600

The District of Gonaives is bounded on the north by Sections Bassin and Abrande, on the east by Section Poteaux, Puilboreau peak and Savanne Carre Section; on the southeast by Bayonnais section, and on the south by Mapou Dulagon and the Estere River. The district covers an area of about 390 square miles. The plain of Gonaives has an area of about 14,820 acres, of which more than half is capable of being irrigated. The hills north of Gonaives consist of the hills of Terre Neuve (branch of the St. Nicolas chain) Dumuraille hill (3,230 ft.), Bienne (1,148 ft.), Morne Blanc (about 230 ft.). The Montagnes Noires start at Porteaux, stretch out south of Ennery towards Perodin. Gramont hill, southeast of Gonaives is one branch of these mountains. East of Gonaives are found Bayonnais and the Ennery hills, with Odige Hill a little to the east (1,968 ft.), Mt. Bazile (4,756 ft.), south of Ennery. Jacot hill (2,295 ft.) southeast of Bayonnais. Between Ennery and Plaisance lies the chain of Marmelade, with Puilboreau (3,280 feet high). The LaQuinte river originates at Crete Sale, passes near Ennery in a northwesterly direction, sweeps towards the west (Joly river), is joined by the waters of Abrande, Bassin and Bayonnais, flows to the south, then to the west, and enters the Bay of Gonaives. The Gonaives-Ennery road crosses it at the concrete bridge in Mapou Chevalier (about 5 miles from Gonaives, and the Gonaives - St. Marc road crosses it at the iron bridge of LaQuinte (about 2 miles from Gonaives. The Grand Bras de l'Estere river is located at the entrance to the bay of Grand Pierre and is navigable for fishing boats up to Desdunes, second section of Gonaives. Fishing is carried on there, the fish being used by the nearby inhabitants, with some being sold in Gonaives. One main road, the Port au Prince-Cape Haitian highway touches, or rather passes through the center of Gonaives. This is a two-way automobile road constructed of earth and covered with crushed rock. It is approximately 63 miles to Cape Haitian from Gonaives, 71.5 miles to Milot, 78 miles to Grande Riviere, 20.5 miles to Gros Morne, 48.5 miles to Port de Paix, 111.8 miles to Port au Prince, 17 miles to Ennery, 20 miles to Ennery by the direct route, and about 34 miles by way of the Corridon road along the coast. Trails passable for pedestrians and animals lead throughout the district, but the automobile road becomes impassable for short periods of time during the rainy season.

Telephone and Telegraph Line:

601-2800

The telephone and telegraph office in Gonaives is located on Rue Louverture, at the corner of Rue de l'Egalite, where a switch-

Cities & Towns, Con't.
GONAIVES, Con't.

601
601-2800

board is installed that will handle 75 lines. There are, however, only 40 subscribers to the system at this time. This telephone line is owned, maintained and operated by the Haitian Government, and links Gonaives with the various district and sub-district headquarters, the outpost at Ennery, and with the other cities and towns throughout the republic. Here, as elsewhere in Haiti, telegrams are dispatched verbally by the operators over the telephone lines.

Clubs:

601-3000

Two clubs are located in Gonaives, as mentioned in 601-1600. The Commercial Club has for a membership the government officials and the more prominent business men of the town, while the Gonaivien Club is more of a democratic social club patronized by the younger set. Naturally, both clubs hold dances at not infrequent intervals, and are equipped with bars where various imported and domestic alcoholic and non-alcoholic beverages are sold. In addition, the Gonaivien Club has two tennis courts, and maintains a visitors' or non-voting membership. Prior to the Haitianization of the Military Department of the West, American members of the Garde d'Haiti, and of the various branches of the government, frequently attended these clubs, and were usually members of the Gonaivien Club.

Aviation Flying Fields:

601-3100

A quite large aviation landing field has been kept in good condition by the Garde d'Haiti on the saline just south of Gonaives. However, during the rainy season, it is quite often impossible for a plane to land here due to the fact that the field is only a few inches above sea level. United States Marine Corps planes use this field, making the trip from Port au Prince three times a week.

Hydroplane Anchorages:

601-3200

Hydroplanes could land in Gonaives harbor at most any time.



Gde. G. G. G.
K8A-62 Scale 1/8000
Alt. 8000



Gde. Gosier
K81-53- Scale $\frac{1}{7000}$
Alt. 7000

GRAND GOAVE

601

Cities & Towns, Con't.

Grand Goave, a town with a population of about 1200, is situated on the main automobile road about 35 miles west of Port au Prince. The town is 15 feet above sea level and has an average temperature of 88° F. in the daytime and 70° F. at night. The Grand Goave river flows through the eastern section of the town and empties into the Gulf of La Goave, 14 miles southwest of Leogane and 13 miles northwest of Trouin by automobile road. This road is two-way, earth with rock and gravel surface, and is passable at all times. The town has no distinct residential section. The commercial section is in the center of town at the market place. Houses are of the plastered frame type. There is no switchboard, the one telephone in the town being located in the barracks. The Garde Barracks, which is of reinforced concrete construction, and wherein an outpost of 3 enlisted men is maintained, can accommodate 20 men, and 50 additional men can be accommodated in the open market place where a camp site could be established. Native produce and meat can be purchased in the open market. Charcoal for fuel can be procured near town. Grass and corn for fodder available in small amounts. The health of the people in general is good. Syphilis and yaws prevalent. Water may be procured from the river and wells in town, must be boiled. The town is governed by a mayor and communal council. The majority of the population are uneducated negroes. Few mulattoes. Are friendly. There are no foreigners. No manufacturing industries. The most important citizens are: Joseph Chery, lawyer; Lovinsky Chapoteau, surveyor; Rubene Jn-Simon, tailor; Alfred Fortune, lawyer; Casius Oge, lawyer; Evremond Levelille, lawyer; Leonce Cauvin, merchant; Polia Rodney, merchant; Vilneus Louissaint, merchant; Chery Kernizant, merchant, and Arthur Benjamin, merchant.

GRAND GOSIER

601

Grand Gosier has a population of 400. The town is located on a knoll having an elevation of about 50 feet. It is on the southern coast of Haiti, about 57 miles west of Anse-a-Pitres and 28 miles east of Saltrou. There are two schools in the town, one for boys and one for girls. The streets of the town are ordinary dirt roads, and poorly laid out. There is an outpost of the Garde composed of 3 men. All the buildings are of the thatched roof type. There are no automobile or other roads out of the town. Trails lead in all directions. The water supply is very poor, and brackish. The nearest good water is at Bodary, three hours ride away. There is no harbor and the principal occupation is farming and fishing. There is a telephone connecting with Jacmel and nearby Garde outposts.



Geo. S. Atwood
K8A-12 SCALE 1/7000
Alt. 7000

GRANDE SALINE

601

Grande Saline is a seacoast town of approximately 1000 inhabitants situated on the shore of the Gulf of Gonaives, in a large plain, 15.5 miles northwest of St-Marc. The Artibonite River passes alongside of the town, and is the sole source of water supply. This water must be boiled before drinking. There are about 20 houses in the town of fairly modern construction, all others are simply thatched native huts. The streets of the town run north by south and east by west. There are eight streets running north and south, and four cross streets. All streets are dirt, and undrained, consequently all are unusually in poor condition, impassable in wet weather. There are no stores, and the market place is located on the banks of the Artibonite River. There are several "Salines," where sea water is evaporated by the sun, and salt obtained therefrom. There is an outpost of the Garde, composed of three enlisted men, which is quartered in a masonry building which could accommodate 30 men. No other billets are available. There are no available camp sites. The principal occupation of the inhabitants is farming. Beef and native produce are available in small quantities; wood for fuel and grass for forage are obtainable in fairly large quantities. T

The only road into the town is an unimproved road leading to the Port au Prince-St. Marc automobile road, about six miles distant. This road is practically impassable to wheeled traffic in wet weather. A trail leads to Desdunes, and other trails lead into the interior. The rainy season is of three months duration, beginning in either April, May or June. The general health is good, but there is the usual amount of malaria, syphilis and yaws to be found. There is an emergency landing field near the town, but this is very dangerous in wet weather, as it is situated on an open saline plain. The most prominent citizens of the town are: Hubert Paul, Cesar; Odilon Longuefosse; Petion Colimon; Petit Clos Desir; Clovis Augustin; Alexandre Dorval; Moise Thelus; Edgard Gilot; St. Louis Desir; Charles Desire; Bellande Liberal; Dorelus Bayard; Joseph Jn-Figaro; Lafortune Gilot; Louis Destino; Moleus Jean; Nouvelle Mimi; Simeon Jn-Philippe; Andre Numa; Nicolas Felix; Enerjiste Desir and Edgard Bayard.



K8A-125 Scale 6000
Alt. 6500

GRESSIER

601

Gressier is located 13 miles west of Port au Prince on the main road which is the only street thru the town, and runs from east to west. The population is about 500. A small stream runs through the edge of the town and empties into the bay. The buildings are made of lime rock or brick, with galvanized iron roofs. The Cathedral is near the centre of the town and has a cement floor about 40' x 60', capable of sheltering 50 men. The open market is the main source of food supply although there are a few small shops which handle food and trinkets. The telephone line runs through Gressier. There are no local subscribers. A total of about 100 men could be billeted in the town and have ample water supply and food could be brought in over the gravel road. There is a railroad station in the town. There is an outpost of the Garde consisting of one Corporal and three privates.



ANSE A GALETs
K8A-4 scale 1/8800
Alt. 8800



ETROITS
K8A-5 Scale $\frac{1}{5800}$
Alt. 5800

Cities & Towns, Cont.

ILE DE LA GONAVE

601

District of Ile de la Gonave.....	1 officer, 23 men:
District Headquarters, Anse-a-Galets	2 "
Outpost of Gros Mangles	2 "
Outpost of Grand Vide	2 "
Outpost of Pointe-a-Raquette	2 "
Outpost of Picmi	2 "
Outpost of Petit Anse	2 "

Importance:

601-100

The island of La Gonave, with an area of approximately 320 square miles, is situated in the Bay of Port au Prince, is the largest outlying island belonging to the Republic of Haiti. It is about 40 miles long by 8 miles wide, and has an estimated population of 20,000 people. There are no foreigners engaged in business or living on the island. Anse-a-Galets, headquarters of the district, has a population of approximately 300; Les Etroites about 250 people; Gros Mangles about 300; Grand Vide about 100; Pointe-a-Raquette about 700; Picmi about 300; Petit Anse about 250; La Cayenne about 100, and Trou Louis about 300. The remainder of the population are engaged in agricultural pursuits in the interior of the island.

Hydrography:

601-300

At the northwest end of the island, high cliffs truncate the ridge along the coast. Along the north and south coasts of the northwest half, the limestone plateau is bordered by mud flats, which, at many localities, embrace mangrove tickets. The mud flats continue along the north coast of the island as far as a locality between Etroites and Anse-a-Galets, where the limestone plateau extends down to the shore. Near Anse-a-Galets there is a similar mud flat. The mud flats apparently are the result of the filling in of inlets behind offshore bars, and the lagoons on the north coast, such as Grande Lagune and Cherissable Lagune, are isolated remnants of inlets. West of Picmi, the steep slope of the coastal ridge is truncated by sea cliffs. Near Picmi there is a mud flat similar to the flats on the north and south coasts farther west. Along the south shore of the east end of the island promontories truncated by sea cliffs are separated by shallow indentations that have bayhead beaches. The peninsula at the southeast extremity of the island may be an island tied to the main island.

Wharves:

601-500

There is but one small harbor on the island, and this is located at Anse-A-Galets, where a crude rock dock has been constructed which can only accommodate two sailboats at a time during high tide.



GRANDE Vide
KBA-7 Scale 1/1000
Alt. 4000



GROS MANPLES
KBA-6 SCALE 1/4000
ALT. 4000



PETITE ANSE
K8A-10 SCALE 1
ALT. 4000 4000



Pte. Angle
K8A-40 SCALE 8000
Alt. 8000



PICAI
KSA-9 SCALE $\frac{1}{4000}$
AFL 4022



Pointe a Rapuette
KBA 8 Scale 5000
Alt. 5000



POINTE A RAPUETTE

Cities & Towns, Con't.
ILE DE LA GONAVE, Con't.

601

Climatology:

601-900

During the winter season the average day temperature is 80° F., with cold nights, while the average temperature during the summer season in the daytime is about 90° F., with the nights very warm and sultry. The winter, or dry season, extends from October to March, and the summer, or rainy season, extends from April to September, and is marked by heavy rains.

Industries:

601-1000

There are no mines or factories on the island, and the only industries engaged in are the manufacturing of clothing on a very small scale for the inhabitants, operating small stores or market places, fishing and farming. The main crops raised on the island are cotton, corn and petit mil, sweet potatoes, congo beans and plantains. Very little coffee is planted. Little rice is grown.

Buildings:

601-1600

All buildings on the island of La Gonave are of wood and adobe construction. The gards at Anse-a-Galets are quartered in an old Haitian office building, about thirty feet long by twenty feet wide. It can accommodate 30 men. Water is plentiful. The Prepose' Administration building at Anse-a-Galets could accommodate 20 additional men. The other buildings in town are of flimsy native construction. Small modified outpost buildings at Gros Mangles, Les Etroits, Grande Vide, Pointe-a-Raquette, Picmy, and Petit Anse, can accommodate about 8 men each. Except at Picmy, where there is a large spring, water is obtained from inland waterholes, or from merchants who transport water from the mainland for sale. Camp Sites: Section Palma, about 8 miles from Anse-a-Galets, is an admirable location for a camp site. The soil is of red clay. Water may be secured from waterholes and small springs nearby or from Anse-a-Galets. About four miles from Pointe-a-Raquette there is another good camp site. Near Picmy there is a very good camp site with abundant palatable water.

Transportation:

601-1800

There are no street cars, railroads, or roads on the entire island of La Gonave. Trails lead from Anse-a-Galets to Picmi, to Les Etroits, to Pointe-a-Raquette, to Petit Anse, to La Cayenne, and to Trou Louis. Another trail leads from Gros Mangles to Grande Vide. All the trails interlock.

Water Supply:

601-1900

There are about twelve springs located on the island. The largest one is about two miles from Anse-a-Galets, and the next

largest is at Picmy. These two springs supply a constant flow of water. All other springs are small and quite brackish in taste. The inhabitants secure the greater portion of their water during the rainy season from rain which accumulates in mountain water holes. During the dry season water on the island is scarce and is purchased from merchants who bring it from the mainland. Boiling and chlorination is essential.

Sanitation:

601-2000

The sanitation of the island is poor, and, due to the mud flats, and mangrove thickets along the shore line, mosquitoes are numerous, and malaria is prevalent. Yaws and syphilis is common.

Resources:

601-2100

Food: Native produce, such as corn, petit mil, sweet potatoes, congo beans, plantains, cattle, goats, and pigs, can be purchased. Fuel: Wood cut on the island, or charcoal made therefrom, is used as fuel and can be obtained in unlimited quantities. Forage: During the rainy season, grass is plentiful for use as forage, but, during the dry season, animals perish for lack of grazing throughout the island.

Personalities:

601-2400

The mass of inhabitants are very black in color, and are ignorant peasants, nearly all of them being illiterate. Very few of the inhabitants are interested in politics except those actually in office. The most prominent people on the island are:

Georges Adde	Speculator.
Augustin Imbert	Juge de Paix.
Audate M. Ludovic	Prepose of Contributions.
Mathieu C. Louverture	Asst. Prepose of Contributions.
Cherisme Pierre-Pierre ...	Greffier, Tribunal de Paix.
Melville Devalon	Speculator.
Carrie Theomar	Speculator.
Constant Desir	Speculator.
Jules Dalegrand	Lawyer.
Jules Narcise	Speculator.
Alcide B. Deluy	Speculator.
Constant Polynice	Now in Port au Prince, as Chief of President's Secret Service.

Topography:

601-2600

The island is surrounded by high crags opening into winding valleys. The principal mountains are La Tore, 600 meters in height,



Isle de la Tortue
K8A-134 SCALE 3000
Alt. 3000

Cities & Towns, Con't.
ILE DE LA GONAVE, Con't.

601
601-2600

located on the southern portion of the island, and Fond Plasir, 460 meters in height, also located on the southern portion of the island. Dandeville, 300 meters in height, is located on the northern end of La Gonave. There are no rivers or lakes on La Gonave, and but one small harbor located at Anse-a-Galets. Anse-a-Galets is located approximately 8 miles from Les Etroits, 20 miles from Gros Mangles, 35 miles from Grande Vide, 38 miles from Pointe-a-Raquette, 40 miles from Trou Louis, 16 miles from La Cayenne, 14 miles from Picmy and 10 miles from Petit Anse. The axis of the island extends from northwest to southeast, almost paralleling the shore and the structural features of the mainland from Cap St. Marc southeastward to the Cul-de-Sac Plain. The western point of the island is about due north of Anse-a-Veau, and southwest of Saint Marc, while the eastern point of the island is northeast of Miragoane, northwest of Leogane and south of Mont Rouis. The southeastern point of Ile de la Gonave is about 31 miles northwest of Port au Prince, and Anse-a-Galets is about 12-1/2 miles southwest of Mont Rouis, while Pointe-a-Raquette is about 22 miles north of Miragoane.

Aviation Flying Fields:

601-3100

There is one aviation landing field at Anse-a-Galets. It is sufficiently large to accommodate simultaneous landings of six or more planes, and is the only safe landing field on the island.

ILE DE LA TORTUE

601

The Island of Tortue, lying north of Port de Paix, extends from east to west about 24 miles, with a width averaging 3-1/2 to 4 miles. It is quite hilly, and covered largely with dense forests, which have at times been logged in a small way, however, there are no logging operations going on at the present time. The island is sparsely settled, principally with fishermen and small farmers. The total population is about 1500 persons, including an outpost of the Garde, composed of four enlisted men. The outpost is quartered in a masonry building, which could accommodate 10 men. There are very few camp sites available due to the lack of water. Water is obtained from the few mountain streams and must be boiled before drinking. Food would be difficult to obtain, but wood for fuel is abundant, while grass is obtainable in the rainy season. There are no roads on the island, and the few trails are very poor. Except for the Garde Barracks, all houses on the island are mere thatched native huts. The rainy season extends from October to February. Malaria, syphilis and yaws are the most prevalent diseases. The most important citizens on the island are: Janvier Chalumeau; Lucas Joachim; Martelien Box and Hiatus Jean-Pierre.



JACMEL
K8A-572 SCALE 1/10000
ALT. 10000



Jacmel
KBA-571 Scale 1:10,000
Alt. 10,000



Cities & Towns, Con't.

JACMEL

601

Garde Districtuion:

	<u>Officers</u>	<u>Men</u>
District of Jacmel	7	111
Headquarters, District of Jacmel	4	63
Sub-District of Jacmel, composed of:		
Outpost of Marigot		3
Outpost of Cayes-Jacmel		2
Sub-District of Bainet	1	12
Outpost of Cotes de Fer		3
Sub-District of Anse-a-Pitres	1	10
Outpost of Grand Gosier		3
Sub-District of Sal Trou	1	10
Outpost of Banane		5

Importance:

601-100

Jacmel is located on the extreme south central coast of Haiti, on the Caribbean Sea. It is about the fifth city in size in the Republic, and has possibilities of wonderful coast defenses as two ridges of mountains lie on either side of the entrance to the bay. There are no railroads or terminals here, and nothing of great importance.

Population:

601-200

The city of Jacmel has an estimated population of 10,000, including about 50 foreigners, Syrians and Germans. There are about 6,500 other people in the district of Jacmel as follows: Bainet - 4,000; Sal Trou, 2,000; Anse-a-Pitres 200, and Cotes de Fer with 300.

Hydrography:

601-300

The coast lines are very rugged and mountainous on either side of the bay. They form a V shape for possible four miles from the city. The water is very deep, however, entrance must be made with caution due to the reefs and bad seas at this point. Only the channel is safe for entrance to the bay. Along the coast line from Anse-a-Pitres to Cotes-de-Fer there are a number of small indentations that are called plains by the inhabitants but they are very small and do not extend back from the coast line more than half a mile.

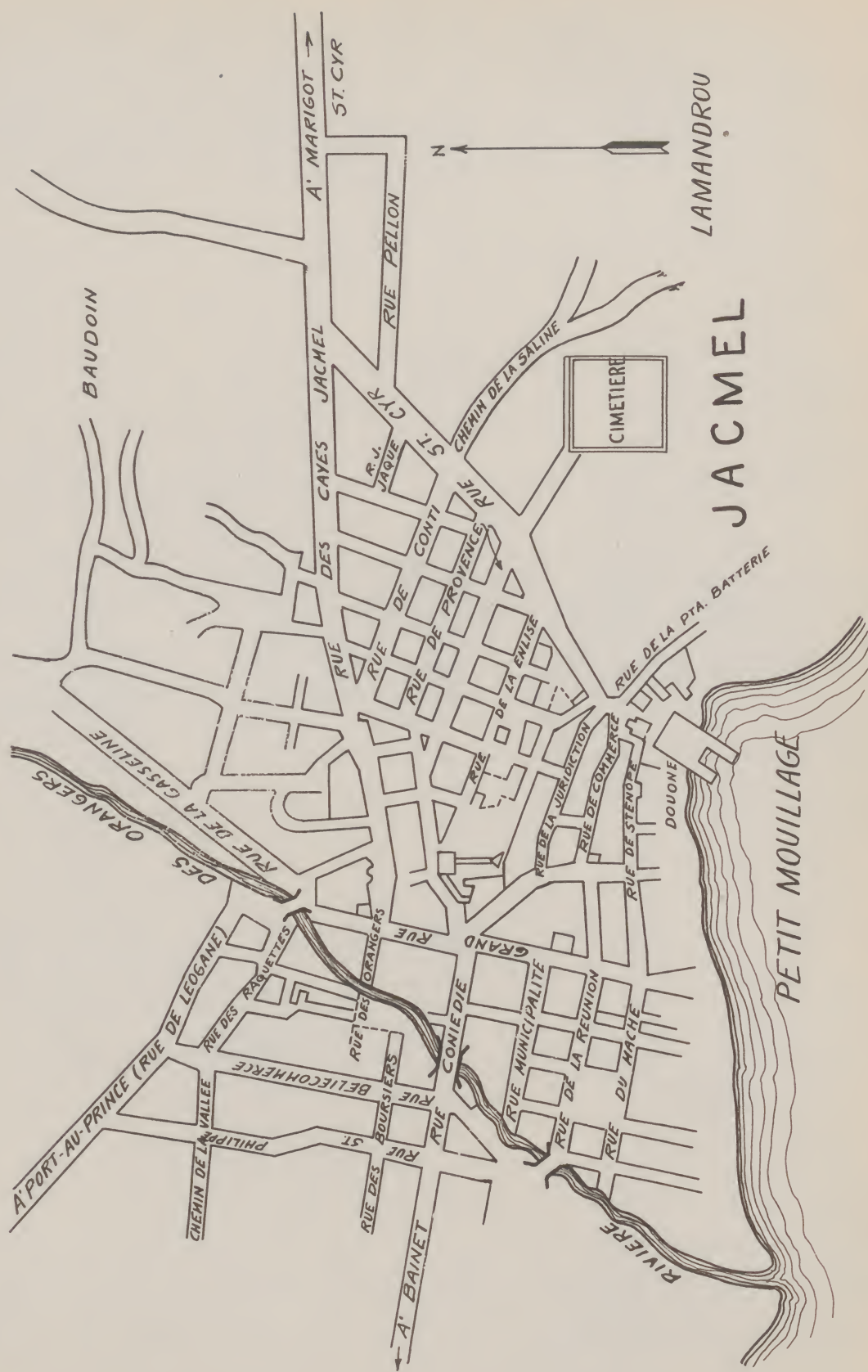
Anchorage:

601-400

The anchorage is about 500 feet from the wharf. The beach is fairly smooth, and should the wind and tide be favorable, troops could be put ashore from small boats. The water in the harbor is



PLAN
DE LA VILLE DE JACMEL
SCALE: 1/2000



Cities & Towns, Con't.
JACMEL, Con't.

601
601-400

very deep and there is sea room for four large vessels. Small vessels may tie up at the south end of the wharf, where the water is 14 to 16 feet deep. There is a lighthouse at the extreme west point of the bay.

Wharves:

601-500

There is a small wharf built of concrete over wooden pilings, which is 241 feet in length and 48 feet wide. There are four hand operated cranes on the wharf, one of two-tons capacity and the others of one-ton each. Loading and unloading of ships is done by means of lighters sculled by natives.

Harbor Craft:

601-600

There are no tugs available. Thirty-two lighters are available in the harbor which can be drawn by ship's motor boats, or sculled by natives.

Landings:

601-700

The beach is fairly smooth, and when wind and tide are favorable, troops could be landed on the beach from small boats, but this condition seldom exists, as the winds are usually from the southwest and the sea is usually very rough at this point. The coast lines with the exception of this beach are very rough, with large mountains on both sides of the bay. These mountains and the ruins of an old French fort about 700 yards back of the landing, form an excellent defense, rendering it impossible to safely land troops or supplies at Jacmel. Landings could not be covered by the guns of the ships, owing to the narrow entrance to the bay.

Fortifications:

601-800

There are no fortifications.

Climatology:

601-900

The rainy season generally begins in March and ends the latter part of June. The average minimum temperature is 72.6 F., and average maximum is 85.4 F., and the mean average temperature is 79.2 F. The average annual rainfall is 48.8 inches.

Industries:

601-1000

There are no manufacturing or other industries in this district, with the exception of four cotton gins. Most of the inhabitants are small farmers or storekeepers. There are no large plantations.

Cities & Towns, Con't.
JACMEL, Con't.

601

Commerce:

601-1100

There are hundreds of small farms from Cotes-de-Fer to Anse-a-Pitres upon which the farmer grows his own food and sells small quantities of potatoes, plantains, beans, peas, breadfruit, egg plant, bananas, beets, carrots, lettuce and such wild fruits as mangoes, oranges and coconuts. Large quantities of coffee and cotton are grown in the district and shipped by way of Jacmel to the United States and Europe. From January 1932 to May, 1932, 27,173 sacks of coffee and 2,118 bales of cotton were exported from the Port of Jacmel. Jacmel is second only to Port au Prince in the export of these articles. The principal imports are rice, fish, olive oil, wines, liquors and shoes from France; textiles, flour, canned goods, meats and lard from the United States, Germany and England. The following is the total commerce through the Port of Jacmel for the fiscal year 1930-31:

Exports:

¢6,066,628.00

Imports:

¢1,709,123.00

Oiling Facilities:

601-1200

None.

Coaling Facilities:

601-1300

None.

Shipyards:

601-1400

None.

Streets:

601-1500

The streets in Jacmel in most cases are narrow, with the houses facing directly on the streets, and no sidewalks. Those streets in that section of the city lying northeast and southeast of Grand Rue have the general direction of southeast-northwest. Those in the section lying west and northwest of Grand Rue run east-west. On the whole the city is very poorly laid out. There are a few streets and alleys with cobblestone paving. The main street on the waterfront is paved. All other streets are of packed earth. There are two main commercial sections, where the import and export merchants have general stores and warehouses. The retail stores are situated on top of the hill in the centre of the town. With the exception of a few of the wealthy merchants, all the business men live on the second floor of the buildings over their stores. All foreigners live in or over their places of business.

Cities & Towns, Con't.
JACMEL, Con't.

601

Buildings:

601-1600

On the waterfront, most of the buildings are of stone, brick or concrete, of one or two stories. In the retail section the buildings are of the same construction, and there are also several frame buildings. The residences are nearly all of frame construction. The majority of all the buildings in the town are old and poorly kept. The Garde Barracks was originally the Lyceum. It is built of brick and clay, two storeis high, 68' x 130'. This building could accommodate about 250 troops. There is a good supply of water piped into the building, and in emergency, water could be obtained from the river. The Hotel Communal could accommodate 100 men, and the Parquet another hundred. Warehouses along the waterfront could accommodate 800 men and the Customs House could accommodate 200.

Camp Sites: A large camp could be established on old El l'Plane, southeast of Jacmel, the ground is somewhat rocky, with agentle slope to the sea. Water is piped in.

Hospitals:

601-1700

There is a Public Health Hospital called St. Michel in the city, with a capacity of 100 beds. This could be doubled in an emergency. Operating and isolation facilities are good. Sanitation is good.

Transportation:

601-1800

There are no street car lines. Nine trucks and 40 privately owned passenger automobiles are licensed in the District of Jacmel. Automobiles and animals are the usual means of transportation. There are possibly two hundred horses and mules in the city, mostly in poor condition, and underfed.

Water Supply:

601-1900

The water supply is about 1,200,000 gallons per day, supplied by springs, emptying into reservoirs, located several miles northeast of Jacmel and piped into the city. In an emergency, an additional supply of water could be obtained from the river north and west of the city. During the dry season the city water supply becomes low and has to be used cautiously, while during the rainy season, there is an oversupply. The water supply is of good quality, but should be boiled for drinking purposes.

Sanitation:

601-2000

Sanitation is carried on by agents of the Service d'Hygiene. The general health is good. The sewer system consists of open drains, and privies with septic tanks. The most prevalent diseases are malaria, yaws and syphilis.

Cities & Towns, Con't.
JACMEL, Con't.

601

Resources:

601-2100

Food: Potatoes, plantains, beans, peas, corn, mangoes, bananas, figs, beets, and other fruits and vegetables can be bought in the local markets, sufficient to feed several hundred persons. In season. Fuel: Charcoal and wood may be purchased in the local market. Forage: Shelled corn and grass. Grass is plentiful but corn is scarce.

Public Works:

601-2200

No street railways or gas plant in Jacmel. There is a privately owned hydro-electric plant at Cayes-Jacmel, under contract to the State, and furnishes Jacmel and Cayes-Jacmel with electricity for private use. The municipal water works is operated by the Travaux Publics.

Railroads:

601-2300

None.

Personalities:

601-2400

The most important citizens of Jacmel are: J. B. Vital, merchant; Narbal Boucard, merchant; Emile Bellande, merchant; Edouard Cadet, merchant; Judge A. Cadet, magistrat communal; Favard Denis, hotel operator; Paul Berjon, lawyer; Herr Bondell, German merchant; Carl Frisch, german merchant;

Newspapers:

601-2500

None.

Topography:

601-2600

One continuous chain of mountains extends through the district from east to west, this is intersected by small valleys and plains. The city of Jacmel lies on very hilly land. Two rivers converge just north of the city. The surrounding country is hilly and mountainous. The main road from Jacmel leading to the Port au Prince road is mostly of packed dirt and gravel. This road crosses the Couche River 40 times. The river is easily crossed during the dry season. During the rainy season the road is slippery and the fords dangerous. The road from Jacmel to Marigot is of dirt and impassable for auto traffic at all times. The district is approximately 101 miles long and 12 to 14 miles wide. The main trails lead from Jacmel to Cayes-Jacmel, marigot, Saltrou, Grand Gosier and Anse-a-Pitres; Furcy, Port au Prince, Leogane, Petit Goave, Bainet and Cotes de Fer. Anse-a-Pitres to Banane; Tete-a-l'Eau and joins the Saltrou-Ganthier trail, then cuts over to the Fond Parisien trail.

Cities & Towns, Con't.
JACMEL, Con't.

601
601-2600

This trail joins at Boderie. Bainet to Petit Goave; Cotes-de-Fer to Miragoane; Cotes-de-Fer to Petit Goave. There are no cart trails and all main trails are marked by signboards. DISTANCES: Jacmel to Bainet 18 miles; Bainet to Cotes-de-Fer 20 miles; Jacmel to Marigot 16 miles; Marigot to Saltrou 20 miles; Saltrou to Grand Gosier 15 miles; Grand Gosier to Anse-a-Pitres 12 miles.

Cables:

601-2700

None.

Telephone and Telegraph Lines:

601-2800

There are no telegraph lines or instruments in the district. All telegrams are sent via telephone. The telephone switchboard at Jacmel has a capacity of 100 lines, but there are at the present time but 32 subscribers, 19 private and 13 official phones in use. All outposts in the district have telephones and are handled by the Garde except at Bainet and Saltrou. In the two latter places, the Travaux Publics has telephones in the office of the Chef-de-Poste. There is one line leading to Port au Prince.

Radio Stations:

601-2900

None.

Clubs:

601-3000

The only club in the city is the Excelsior Club. It is non-political and has about 150 members who are the best known citizens in the town. There is some feeling against the American officers in the Garde, and they are barred from the club.

Aviation Fields:

601-3100

There is an excellent aviation field at Anse-a-Pitres. No field at Jacmel, but the beach could be used as an emergency landing field.

Hydroplane Anchorages:

601-3200

Only possible in the harbor when wind and tide are favorable, which is very seldom.



JEAN RABOT
K8A-24 SCALE
ALT. 6000 6000

JEAN RABEL

601

Jean Rabel is a sub-District Headquarters of the Garde d'Haiti, with a complement of one officer and 11 enlisted men. The town has a population of about 1500 persons, and is built slightly above sea level. There are few foreigners, consisting solely of 3 French Priests, 2 French Brothers and 3 French Sisters. The town is situated on the north coast of Haiti at the mouth of the Jean Rabel River, 22.4 miles east of Mole St. Nicolas and 29.8 miles west of Port de Paix. It is on the east bank of the Jean Rabel River, which flows along the western boundary of the town, flowing into the Atlantic Ocean at this point. The town is laid out roughly in a rectangle, and has but one real street, the other streets of the town being but paths connecting the houses. The few small stores face on the market place, or are scattered around the edge of the town. The church, garde barracks, and one commercial house are of masonry, all other houses are of the plastered frame type, or of the thatched native hut type. The only road out of town leads to Port de Paix on the east, and to Mole St. Nicolas on the west, and while this road was originally built as an automobile, due to lack of care, it is impassable to wheeled traffic of any kind. There is a telephone in the garde barracks, with connections to Port de Paix and Mole St. Nicolas. The garde barracks, which could accommodate about 50 men is the only suitable billet in the town. Camp sites for small numbers of men are to be found on the outskirts of the town. Water is obtained from the nearby Jean Rabel and Cadet Rivers and must be boiled before drinking. Beef, goats, native fruits and vegetables are obtainable in any desired quantity; wood for fuel is plentiful; corn fodder and grass for forage is plentiful. The rainy season extends from October to February. Mosquitoes are numerous. Malaria, syphilis and yaws are the most prevalent diseases. There are a few small stores but no industries. A few of the men engage in fishing, all others are occupied on farms of small size. The most important citizens are: Levoisier Chery; Richardson Potion; William Isambert; Plancher Dutreuil; Philippe Roche; Bertin William; Decius Jean; Salomon Lucas; Solon Ligonde; Jean-Baptiste Cloiseau; Beauchamp Emmanuel; St. Aude Salnave; Hyacinthe Moliere; Jeannigan Dalberio; Jean-Francois Charlemagne; Desir Desmonsieur; Adrien Celestin; Tenysson Ligonde and Desir Mykingston.

Year	Percentage of Population 15 and Over Who are Illiterate
1900	16
1910	12
1920	14
1930	8
1940	5
1950	4
1960	3





Jeremie
K8A-721 Scale 9850
Alt. 10,000



K8A-72-2 Scale 1/9850
Alt. 10,000

Cities & Towns, Con't.

JEREMIE

601

Garde Distribution:

	<u>officers</u>	<u>men</u>
District of Jeremie	6	56
as follows:		
Sub-District of Dame Marie	1	8
Outpost of Anse d'Hainault		2
Outpost of Tiburon		2
Sub-District of Corail	1	20
Outpost of Pestel		2
Outpost of Roseaux		2
Sub-District of Jeremie:		
Outpost of Abricots		2
Outpost of Moron		2

Importance:

601-100

Jeremie is on the northern side of the tip of the southern peninsula of Haiti. Latitude 18° 39' North, Longitude 74° 07' West. It is the capitol of the province of Grand Anse. It is the seaport for the townships of Pestel, Corail, Roseaux, Abricots, Dame Marie and Anse d'Hainault. The city is governed by a Communal Council of nine (9) members, the senior member of which corresponds to a Mayor.

Population:

601-200

The population of the District of Jeremie is estimated at 16,475, of which 7,500 Haitians and 43 foreigners live in the town of Jeremie. The foreigners residing in Jeremie are as follows: Americans - 1 native born, naturalized; Germans, 4; Cubans 1; Belgians 1; British subjects 3; French 25, 6 of whom are native born; Syrians 8.

Hydrography:

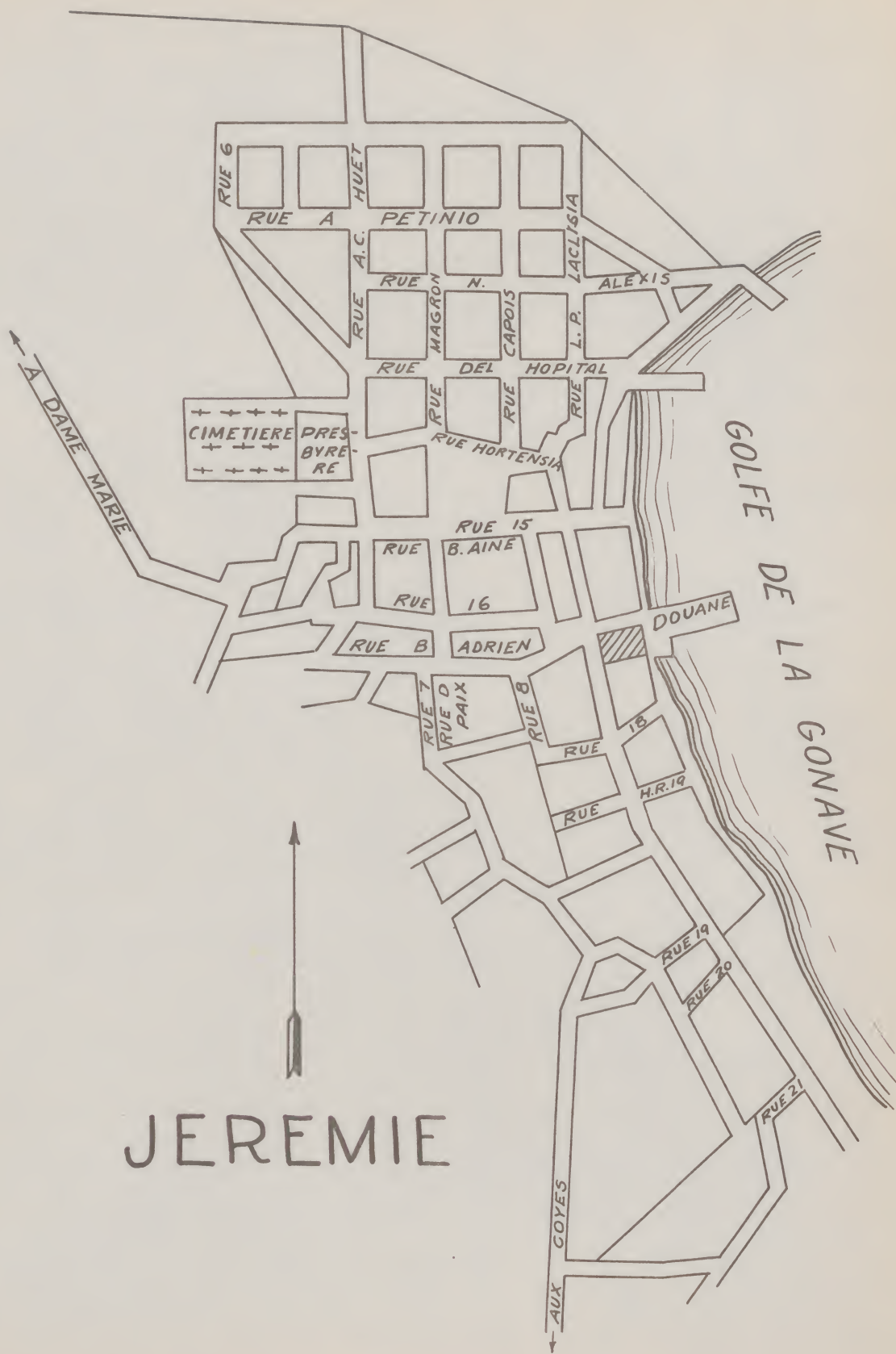
601-300

There is a beach extending to the eastward for 8/3-4 miles; to the west the coast is rocky. The average depth of water along the coast is about thirty feet. There is a white cliff to the east of the town which is easily distinguished and visible even at twilight. The hill forming this cliff is crowned by the ruins of a square white house or fortress. By keeping this landmark, which is to the southeastward of Jeremie, bearing 225° and using the lead, a good anchorage may be obtained. The appearance of the country approaching the town is mountainous.

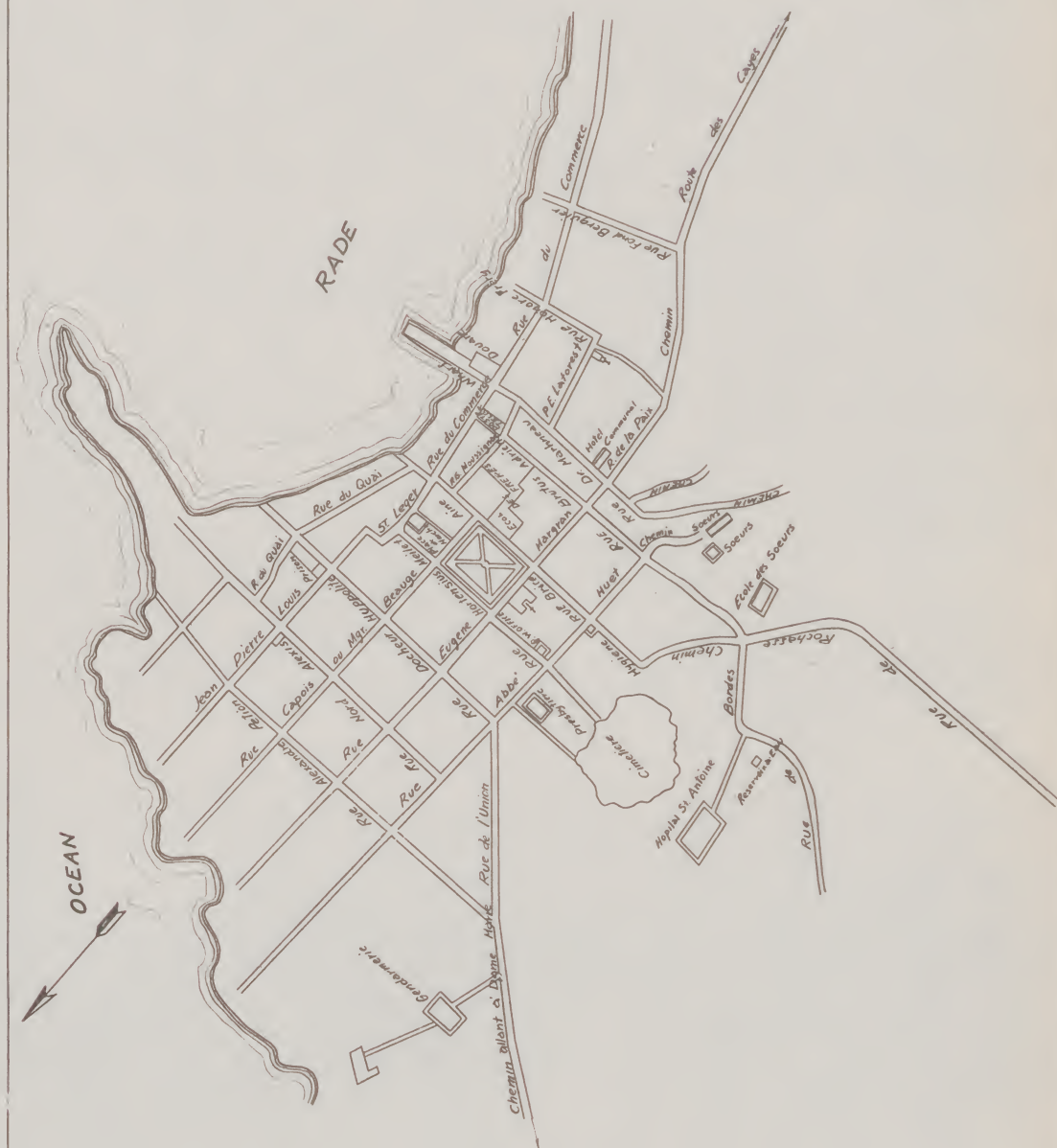
Anchorage:

601-400

The best anchorage available is in four and one-half fathoms of water, the fort on the point bearing 315°, distant about five



VILLE DE JEREMIE



Cities & Towns, Con't.
JEREMIE, Con't.

601
601-400

hundred yards, and when in proper berth, the wide street behind the ruined pier will be seen throughout its entire length. The holding ground is good, but vessels with steam power, should always keep a head of steam up, for the bay is open to northeast winds, and northers come up with but little warning. It is said that at times these northers are preceded by such clear visibility that it is possible to see the southeast tip of Cuba. The anchorage is used principally by small coasting vessels. A current of sufficient strength to swing a vessel against the wind may be encountered.

Wharves:

601-500

The dock at Jeremie is of good concrete construction, 74 yards long and 12 feet wide, with concrete stairways on either side. There are three cranes on the dock, all hand operated, two with a lifting power of 2 tons each and one with a lifting power of 1 ton. The water alongside the dock is about 7-1/2 feet deep. Storehouse and latrine are located on the wharf. Loading and unloading is done by means of lighters sculled by natives.

Harbor Craft:

601-600

No tugs are available, but 14 barges are available and may be used for landing troops and supplies. These are sculled by natives, or may be towed by ship's boats.

Landings:

601-700

- (a) The beach extends east from the wharf for 3-3/4 miles.
- (b) Natural beach - Sandy.
- (c) Landings may be made at all stages of the tide.
- (d) Landings inadvisable in heavy weather.
- (e) Distance from anchorage to landing - 500 yards.
- (f) There would be no defense by enemy forces.
- (g) Landing could be covered by own ships.
- (h) A feint to blind the actual landing could be made toward the city, and the actual landing made on the beach to the eastward.

Fortifications:

601-800

There are no fortifications.

Climatology:

601-900

Average maximum temperature 93° F. Average minimum, 69° F. Absolute maximum 100° F. Absolute minimum 60° F. The climate is semi-tropical, with rainy seasons occurring during the months of April, May, September and October. The mean annual rainfall for Jeremie is 51 inches.

Cities & Towns, Con't.
JEREMIE, Con't.

601

Industries:

601-1000

There are no mines or factories, and the only industries engaged in are the manufacturing of shoes, clothing and the distilling of alcohol on a very small scale.

Commerce:

601-1100

Many people of the town are occupied in operating small stores. Others are merchants, shoemakers, tailors and fishermen. The merchants are found among the better class engaged in the importing and exporting business. Coffee, cotton, cocoa and hides are the principal exports, and cloth, flour, sugar, lard, lumber, canned foods and sundry drugs are the principal imports. The following table shows the value of imports and exports for the Port of Jeremie for the year 1930-31: Imports \$280,284.00, Exports \$613,755.80.

Oiling Facilities:

601-1200

None.

Coaling Facilities:

601-1300

None.

Ships Yards:

601-1400

None.

Streets:

601-1500

For width, number, etc., of streets, see "Hydrographic Chart #3243, Jeremie", and also the attached map which shows how the town is laid out, direction of streets, type, etc. The commercial section is located on the lower level near the water front, while on the highest part of the town, called "La Borde", is located about forty of the finest private dwellings.

Buildings:

601-1600

The Garde Barracks is a two-story building of masonry construction. The first floor is 90' x 60', and the second floor is 30' x 60'. This building can accommodate about 200 men. Plenty of pure water is available on the property. Other suitable buildings for the accommodation of troops are: Customs House, Brothers' School, Industrial School, approximately 75 men, 60 men, and 150 men, respectively. The Brothers' School, Sisters' School, Industrial School, Customs House, Prefecture and City Hall are the largest buildings in town. They are of concrete construction. Most of the stores are two story masonry structures with covered porches. Others are of

Cities & Towns, Con't.
JEREMIE, Con't:

601
601-1600

plastered wooden frames. The first floor of the store buildings, as a rule, is used as an office and storeroom and the second floor occupied by the owner of the store as his living quarters.

Camp Sites: There are sixteen (16) acres of land, including the Garde property, and strips to the east and west along the water front. This can accommodate about 1000 men. For shelter, see first paragraph of this section. There is pure water on the Garde property. The soil is dry and porous.

Hospitals:

601-1700

The Hospital San Antoine is operated by the Public Health Service, and is located to the west of the town beyond the cemetery; location is marked on "Hydrographic Chart #3243, Jeremie". The hospital contains 60 beds, and is equipped with an operating room, laboratory and dispensary, as well as two isolation chambers.

Transportation:

601-1800

No railroads or street cars. Twenty-one passenger (private) cars and 11 commercial trucks are licensed in Jeremie. Passenger cars, trucks, horses, and donkeys, are the usual methods of transportation.

Water Supply:

601-1900

The source of supply is capitated springs about 1-9/16 miles southwest of the city. These springs supply about 80,000 gallons daily. The water is pure, but it is advisable to boil it. Water is piped to the principal places in the town.

Sanitation:

601-2000

Frequent inspection by agents of the Public Health Service has helped to keep Jeremie quite free from malaria or dengue fever. By 8:00 a.m., all the streets have been cleaned and the remainder of the day is devoted to cleaning remote places. Eleven public latrines have been built in this town, practically all near the sea-side. Other privies throughout the town are of the pit variety. Sewage is disposed of via the open ditch system. Paris Green, lime and oil are sprayed on pools or stagnant water. This town is free from smallpox and similar contagious diseases. Syphilis is prevalent.

Resources:

601-2100

Food: Native produce, bananas, sweet potatoes, yams, bread-fruit, water cress, rice and fruits. Chickens and beef can be purchased in almost any amount. Fuel: Charcoal is brought to town by

Cities & Towns, Con't.
JEREMIE, Con't.

601
601-2100

peasants, and wood can be obtained on nearby government land in any amount. Forage: Plenty of grass is available. Corn can be procured in the native market.

Public Works:

601-2200

There are no street railways or gas plants in the city. The public works consist of water works operated by the Travaux Publics and the privately owned (under contract to the government) electric lighting plant, which furnishes street lights and current to private buildings. This plant is powered by two Diesel engines, one of 120 horsepower and the other of 50 horsepower. There are also several Delco plants in operation for lighting private homes.

Railroads:

601-2300

Jeremie has no railroad connections.

Personalities:

601-2400

The people of Jeremie are very pretentious. The majority are black and friendly. The mulattoes compose the upper strata of society known as the "elite". Many of them are well educated and have travelled in Europe and the United States. The most important merchants are of this class. Political power is controlled by the more numerous blacks. The most prominent people in Jeremie are: Citanit Sansaricq, merchant; Camille Sansaricq, Customs Service; George Drouin, merchant; Michel Desquiron, merchant; Elie Lestage, merchant; Dr. C. W. Villedrouin, Doctor, Public Health; Max Rouner, merchant; Ben Blanchet, merchant; Joseph Villaire, distiller; Nerva Nicolas, merchant; Gustave Vigoureux, merchant.

Newspapers:

601-2500

There is one four page pamphlet published monthly called "Petit Haitien"; local news is all that is published with occasional editorials on governmental affairs.

Topography:

601-2600

The town is built on the northeast slope of a hill which rises gradually from the sea level to a height of 300 feet. The nearest river, the Grand Anse, is one mile from town. This part of Haiti is very mountainous. There is an automobile road, with clay surface, 16 feet wide, running westward for nine miles. It is very rough at the present time (1932) and is in need of improvement. Another automobile road extends for 65 miles southeast to the city of Aux Cayes. This road runs through the small town of Roseaux and is impassable during the rainy season, as there are no bridges over the

Cities & Towns, Con't.
JEREMIE, Con't.

601
601-2600

numerous rivers that it crosses. This road also washes out badly in places during heavy rains. It is a new thoroughfare that has not yet been officially opened and there is still much work to be accomplished. A third automobile road extends 25 miles eastward through Moron to the rural market at Chambellan at the foot of the Mountain-ycke which connects with the trail to Dame Marie.

By trail from Jeremie to Corail is 25 miles; by trail from Jeremie to Dame Marie is 32 miles; by automobile road - Jeremie to Aux Cayes, 65 miles.

Cables: 601-2700

None.

Telephone and Telegraph Lines: 601-2800

Owned and operated by the Haitian Government. Telegraph messages are spelled out by the operator and transmitted over the telephone line. A small switchboard is located at Jeremie, and there are 41 subscribers in the town. This line connects with Port au Prince, and other places throughout the republic.

Radio Stations: 601-2900

None.

Clubs: 601-3000

There are two clubs here, one, the Excelsior, a women's club, the other, the Jeremien, for men. They are purely social, and courtesies are extended to visitors. The persons named in 601-2400 are all members of these clubs.

Aviation Fields: 601-3100

There is one aviation field located in the rear of the Garde Barracks. During extremely wet weather it is not used. Marine Corps planes use this field for weekly mail trips.

Hydroplane Anchorages: 601-3200

Possible in the harbor except in stormy weather. For details refer to 601-300 and 601-400.



Le Borène
K8A-34 SCALE 1
Alt. 9,000 9,000

Cities & Towns, Con't.

LE BORGNE:

601

Importance:

601-100

The town of Le Borgne, with a population of about 2,000 people, is situated on the northern coast of Haiti, about 22 miles northwest of Cape Haitien by sea. It is situated at the mouth of the delta formed by the two Rivers, du Borgne, and Estere, and has an elevation of sea level to about 10 feet above sea level at the southern end of the town. A sub-district headquarters of the Garde d'Haiti is located in the town, with a complement of 1 officer and 7 enlisted men. There are six foreigners in the town, all French - 1 Catholic priest, 3 sisters of the Catholic Religion, and 2 civilians.

Hydrography:

601-300

There is no dock in Le Borgne, and nothing but small sailing ships used by the Haitians for fishing purposes and coastal trade are able to reach the town.

Climatology:

601-900

The climate of Le Borgne is somewhat cooler than the majority of the towns in the northern part of Haiti, due principally to the prevailing northeast sea breeze. The temperature ranges from a mean high of about 85° F., to a mean minimum of about 70 degrees. Night temperature is about 10 degrees lower than mid-day figures. The rainy season proper in the vicinity of Le Borgne is during the months of October, November and December. Frequent heavy rains are experienced in that region during the entire year, and particularly during March, April and May. The mean annual rainfall for Le Borgne is given as 68.8 inches.

Industries:

601-1000

The main occupation of the inhabitants are, government and communal officials, small farmers, speculators, small merchants, boatbuilders of small fishing boats, fishing. Due to the large amount of coffee and cacao raised in the neighborhood of Le Borgne, there are numerous speculators there who purchase these commodities from the small farmers and re-sell them to the larger merchants at Cape Haitien. There are no mills or manufacturing centers in this neighborhood, nor industries at Le Borgne outside of fishing.

Streets:

601-1500

The streets, which are of the unpaved dirt type, and run from north to south, and east to west. They are not numbered, and are named after persons, places or events.

Buildings:

601-1600

The majority of the houses are constructed of wood and plaster, with sheet-iron roofing. While most of the houses are of one-story type, there are several two-story houses in the town of masonry construction. There are several shops that sell the usual variety of merchandise and foodstuffs in the town, such as cotton goods, cutlery, kitchen ware, flour, lard, kerosene, oil, tobacco, matches, etc.

The Garde barracks is situated on a hill immediately overlooking the seafront, known as old Fort Joachim. It is bounded by the Rue Republicaine, Rue Neuve, Rue du Cap, and the Rue Vieux Cimetiere. The building is of the type known as a standard sub-district headquarters building, 38 feet by 50 feet in size, and was built in 1929. It can house about 40 men easily. Drinking water is obtained from the Riviere du Borgne, and from one private well near the Garde Caserne at which the Gardes obtain their drinking and cooking water. All drinking water must be boiled. Other buildings suited for housing troops are: The Catholic Church, which is about 50 feet by 160 feet, can accommodate about 150 men. In the vicinity of the market place, there are several houses of the two-story type that could accommodate about 15 men each.

Camp Site: The market place to the west of the Garde barracks, is the only available camp site that could be considered suitable for troops. It is a flat area covered for the most part with market stalls of temporary construction. It is rocky and not particularly well adapted for camping purposes, but could accommodate about 200 men under tents. This site could not be used during the rainy season, as the ground is frequently flooded after heavy rains by the floods of the Estere River.

Resources:

601-2100

The type of foods raised in the neighborhood of Le Borgne is very similar to those articles listed for the other towns of the district. Most of the vegetables are raised in the sections toward Gros Morne and Anse-a-Foleur. Few cattle are raised in the vicinity of the town. Stock items of foodstuffs are purchased and brought by sailboat from Cape Haitian such as flour, lard, dried fish, salt, etc. Le Borgne is known as a good coffee growing center. Cacao is also one of its principal products. Both of these commodities are shipped to Cape Haitian for export. Yams, sweet potatoes, papates, and some cucumbers, are brought by sailboat from the nearby island of Tortuga in large quantities. Fish is also abundant at Le Borgne. Charcoal and wood, for fuel, is obtainable in large quantities in the neighborhood. Grass for forage can be obtained in moderate quantities in season in the neighborhood. Corn is very scarce in this section of Haiti.

Cities & Towns, Con't.
LE BORGNE, Con't.

601

Personalities:

601-2400

The most important citizens of the town are: Tiberius Jadotte; Deneurant Celestin; Thimoleon Jadotte; Carneville Muller; Neuville Muller; Fils Francoeur; Decius Michaud; Phebus San; Ocean Jadotte; Theogene Jn-Louis; Joseph Depaloire; Fils D. Bazile; Gabelus Emmanuel; Albert Moncombe; Mecius Louis-Pierre; Robert Pros-pere; Thelamon Jadotte; Ernest George Bennet; Aristhomene Bellier; St. Lucien Nelson; and Thernoirsirus St. Amour.

Topography:

601-2600

Le Borgne is situated on the northern coast of Haiti at the mouth of the delta formed by the Estere and the du Borgne rivers. These rivers overflow during the rainy season, and mosquitoes are prevalent. The town is low, at the coast line and only reaches an elevation of about 10 feet at the southern end of the town. It lies at the base of a mountain range which extends from the West to the Southeast of town. There are no roads leaving the town. Trails lead from Le Borgne to Port Margot, 12 miles to the southeast, to Anse-a-Foleur, to the northwest, and to Pilate to the south. Automobiles can occasionally travel over a road-trail between Limbe to Bayeux, north of Port-Margot, but usually the entire journey from Limbe to Le Borgne must be made by horseback or on foot. It is about 33 miles by land from Le Borgne to Cape Haitian, 18 miles to Limbe, and 75 miles to Ouananinthe.

Telephone and Telegraph Line:

601-2800

A single wire telephone line connects Le Borgne with Port Margot and Limbe. This line is owned and operated by the government. The only telephone in the town is the one installed in the Garde Barracks.



LEO HANE
K8A-GI-SCALE 1000
ALT. 7000

LEOGANE:

601

Leogane is situated on the northern coast of the southern peninsula of Haiti about 21 miles west of Port au Prince, and about 22 miles northeast of Petit Goave by the main automobile road. A sub-district headquarters of the Garde d'Haiti is located in the town, with a complement of 1 officer and 10 enlisted men. The population of the town is approximately 2300. It is 20 feet above sea level. To the south, east and west is located the plain of Leogane. There are two principal streets in the town which run east and west. They are constructed of dirt, surfaced with sand and gravel. The commercial section is located in the center of town at the market place. The majority of the business houses are frame type structures of two stories. Private dwellings are mostly frame houses, two stories, in very poor condition. Public buildings are the Garde Barracks, City Hall, Office of the Justice of the Peace, and Public Health Dispensary. The Garde Barracks is a large building of plastered frame type construction. It was used before the American Occupation by the Haitian military authorities as a post. It is in very poor condition but constant repairs are being made by the Garde d'Haiti. There are latrines, kitchen and bath house located in the barracks. Water for drinking, cooking and bathing is available. It can accommodate about 150 men. There are no other buildings that could be used by troops. A camp site which would accommodate 200 men could be established on the hard level ground in the center of town which is now used as an open market place. Drainage is fair, and water is available nearby. There is only one foreigner, a Syrian, in Leogane. No fortifications are located in or near the town.

Climatology: The average temperature during the daytime is 90° F., and at night it averages 70° F. The average yearly rainfall is 47.6 inches. Due to the fact that the town has no proper drainage facilities to carry away excessive rains which gather in the low areas, the sanitary conditions are not good, and malaria, tuberculosis, yaws and syphilis are common diseases.

Industries: There are no manufacturing industries in Leogane. The people are engaged principally in agriculture and commerce, and in operating the many distilleries in and around the town. Quite a number of these distilleries are closed at the present time due to the low price obtained for alcohol. A few of the people are engaged as shoemakers, and tailors.

Transportation: There are no street cars in the town. A narrow-gauge railroad runs from the main terminal at Port au Prince to Leogane. Its principal use is hauling sugar cane from the Plain of Leogane to sugar refineries in Port au Prince. This is done on small flat cars with stake bodies hauled by steam engines. Passengers are carried occasionally by gasoline motor cars running over these tracks. The equipment is in good condition. There are two



Less than 5 miles
K9A-79-5216
ALT. 6000

railroad stations located at Sarthe and Leogane. They are in very poor condition and are no longer used as stations. The main road (automobile) runs about 500 yards south of Leogane. It is constructed of dirt, surfaced with rock and gravel. Two small roads run from the main road into the town. They are not surfaced and in wet weather are almost impassable.

Water Supply: Water is obtained from two artesian wells. One is located at the market place and the other at the entrance of the town. The water is drinkable but must be boiled.

Personalities: The better class is composed of the merchants, lawyers, doctors and a few politicians. The majority of the inhabitants are black. Before the Occupation this town was one of the most important in the south, but today one of the least. Its inhabitants and the peasants of the rural sections are led in any direction desired by a few educated politicians. There are four schools in the town. Two are under the direction of the Catholic church and two are government schools. The most important citizens of Leogane are: Solomon Linder, coppersmith; Arthur Vieux, doctor; Victor Lacombe, retired merchant; Jules Moscoso, merchant; Louis Salgado, merchant; Georges Kersaint, lawyer; Dunois Lorquet, clerk of the courts; Mather Gilles, doctor; Max Hudicourt, lawyer; Fred Burr Reynaud, lawyer; Felix Faublas, notary public; Louis Astreo, merchant; Antoine Hogarth, notary public; Ludovic Ponce, merchant; Clement Labissiere, notary public.

Aviation Flying Fields: None.

LES ANGLAIS

601

The town of Les Anglais is situated on a large plain on the southern coast of Haiti, about three feet above sea level, and has a population of approximately 1050. The Les Anglais River flows about 300 yards east of the town, and all water for the use of the inhabitants is obtained from this stream. The water must be boiled before drinking. To the north is the La Hotte Mountain range. Tiburon is located about 12 miles, by trail, to the west, and Char-donieres is about 5 miles southeast, also by trail. No roads lead out of the town. The few streets of the town are very poorly drained dirt roads, and run east-west and north-south. The Garde Barracks and the Church, which are of masonry, are the only buildings in the town which are not of plastered frame construction. An outpost of the Garde, consisting of two enlisted men, occupies the barracks, which could accommodate 15 men. The only telephone in town is in the barracks, and is for general use. A Camp Site could be located in the place d'Armes, which is on level dry land, and could accommo-



K8A-83 scale $\frac{1}{7000}$
Alt. 7000



Les Trois
K8A-78-SCALE 2600
Alt. 2600



18A-3 SCALE 1/6000
Alt. 6000

date about 50 men. No shelter. Water could be procured from the nearby river. The town is little of importance, and the majority of the inhabitants are uneducated blacks who are engaged in fishing, farming and the operation of small stores. The mean average day-time temperature is 80° F., while the night time average is 70°. The average annual rainfall is 47 inches. The most important citizens are Justin Francois, Franck Douyon and Camille Douyon, all farmers.

LES COTEAUX

601

The town of Coteaux is situated in a plain on the southern coast of Haiti at an elevation of 4 feet above sea level, and has a population of about 1000 people. The average daytime temperature is 90° F., and the night temperature is 70°. There are no streets in the town, and no roads leading from it. The principal trails lead to Roche-a-Bateaux about 3 miles to the southeast, and to Damassin about 3 miles to the northwest. The one telephone in the town is in the Garde Barracks, and is for general use. The Garde Barracks, which can accommodate about 15 men, and the Church are concrete structures. All other buildings are one-story plastered frame structures. A camp site to accommodate about 40 men could be established in the present open market. Water is obtained from the Coteaux River and from numerous water holes near the town. All water should be boiled before drinking. An outpost, of two enlisted men of the Garde is stationed here. The inhabitants are principally uneducated blacks, engaged in fishing, farming and operating small stores. The principal inhabitants are Manot Claude, merchant; Mentor Pierre and Hercule Frederique, farmers.

LULY

601

Luly is an outpost of two men of the Garde, located on the Bay of Port au Prince, six miles northwest of Archaie. It is a small village with no streets, and is connected with the Port au Prince-Saint Marc Road by an automobile road, .9 of a mile long. The Garde Barracks is of the modified outpost type. All other buildings in the town are the typical native shacks with thatched roofs. All water is obtained from an irrigation ditch and is impure, must be boiled before drinking. There is a station on the National Railroad. No telephone or telegraph. Food, fuel and forage are fairly plentiful. There are no important citizens.



Marihot
K8A-55-SCALE $\frac{1}{9000}$
ALT. 9000



MIRA BOANG
K8A-64 SCALE 1/5000
Alt. 9000

MARIGOT

601

Marigot is a small unimportant town of about 500 inhabitants, situated on the southern coast of Haiti, about 23 miles east of Jacmel, to which it is connected by automobile road, and about 18 miles west of Saltrou, to which it is connected by trail. The River Marigot, which is not navigable, rises in the mountains to the northwest of the town, and empties into the sea a short distance east of the town. From it the inhabitants obtain their drinking water. An outpost of the Garde d'Haiti, consisting of 3 enlisted men, is maintained in Marigot. The streets are primitive dirt affairs, and the buildings, with the exception of the church which is of concrete construction, are plastered frame dwellings. The church could accommodate about 150 men. Mountains surround the town on the east, north and south. Native produce in limited quantities can be obtained here. There is no harbor suitable for the anchorage of ships. The people are engaged in operating small stores for trade with the peasants, and in farming and fishing on a small scale.

MIRAGOANE

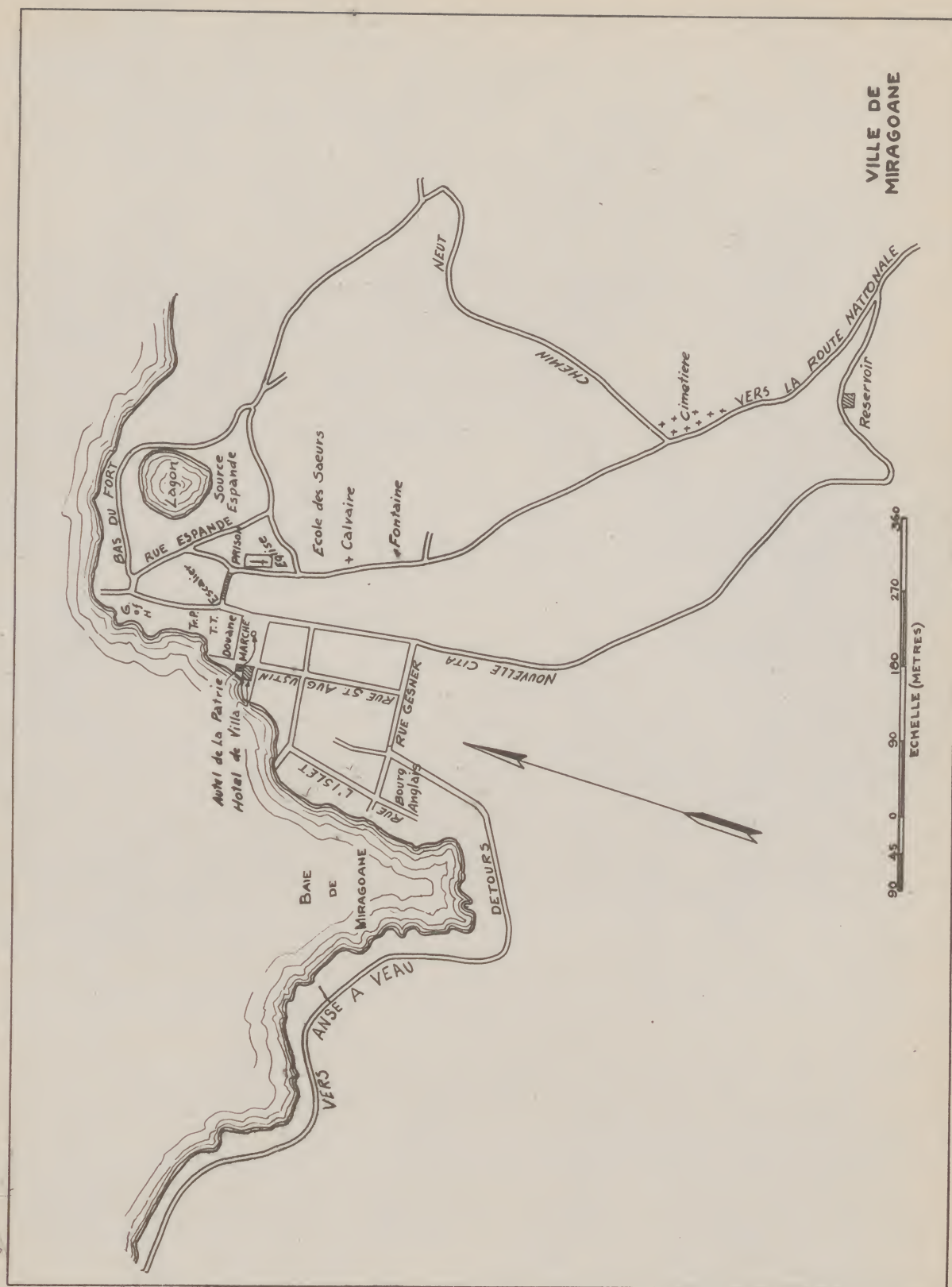
601

Miragoane is a coast town, with a population of approximately 3,000, situated on the northern coast of the southern peninsula at an elevation of 4 feet above sea level. It is located about half way between Petit Goave and Petiti Riviere de Nippes, and sits at the foot of a mountain which surrounds it on the east, west and south. There are no rivers near the town. A sub-district headquarters of the Garde d'Haiti is established here with a complement of 1 officer and 10 enlisted men. The streets, of which there are four, run from east to west. They are built of dirt, sand, and gravel, and are well drained. The commercial section is located in the center of town about the market place. There are 22 foreigners, all Syrians, located in the town.

Climatology: The average temperature during the daytime is 80° F., and the average at night is 65° F.

Industries: There are no manufacturing industries in Miragoane. The Syrians and some of the Haitians operate several large stores where dry goods, household furnishings and clothing may be purchased. Others are occupied as importers and exporters, and in speculation.

Buildings: The Garde Barracks, the City Hall, and a number of the business houses are of concrete construction. Private dwellings are either of one or two story construction, of the plastered frame type. The Garde Barracks is a two-story building which can accommodate about 75 men. Water, for drinking, cooking and bathing



purposes is available. The only other suitable building for the accommodation of troops is the City Hall which can accommodate about 50 men. A camp site could be located on the dry level land now occupied as an open market. Water is available from the fountain located in the market, but must be boiled when used for drinking purposes.

Transportation: There are no streetcars or railroads in Miragoane. The road running through Miragoane is dirt, surfaced with sand and gravel. It is maintained in good condition, and is well drained. This road is a twoway road, suitable for automobile traffic. From Miragoane to Petit Goave by automobile road, is approximately 17 miles; to Anse-a-Veau, 20 miles, to Petit Trou, 34 miles; to St. Michel, 10 miles; and to Petit Riviere, 12 miles.

Water Supply: Water is furnished the town by a pipe line from capitated springs located about 5 miles from the town. At times there is not sufficient water in the town for the needs of the inhabitants. This water is drinkable, but must be boiled.

Resources: Native produce, such as bananas, rice, yams, cassava and plantains, fresh beef, mutton and pork, can be purchased locally in fairly large amounts. Charcoal is used as fuel, and is available locally. Corn and grass is the only forage available, the corn being rather scarce but grass can be purchased in any amount. Imported foodstuffs are carried in some of the larger stores and can be purchased in limited quantities.

Personalities: The majority of the inhabitants are the uneducated blacks, though mulattoes are quite numerous. The latter class comprise the merchants, importers and exporters of this section of the country. The most important citizens are: Justin Faublas, lawyer; Rociny Gousse, doctor; Suchet Duval, speculator; Sabolon Hebbert, lawyer; Alfred Tovar, merchant, Renaud Gousse, merchant; Charles Lafargerie, druggist; and Edmond Tovar, merchant.

Telephone and Telegraph Line: A telephone runs through the town, connecting Miragoane with Port au Prince and the remaining towns in the republic. There are only three subscribers to the system in town.



Male, St. Nicholas
K8A-135 - Scale 7000
Alt. 7000

Mole St. Nicolas is situated at the western tip of the northern peninsula of Haiti, on the eastern shore of the Bay of the Mole. The town has a population of 400 people, and is built practically at sea-level. There is an outpost of the Garde consisting of three enlisted men. There is a telephone in the Garde Barracks connecting with Port de Paix via Jean Rabel. The town is surrounded by mountains, although those to the east lie five miles distant, across a desert. The only road leaving the town leads east to Port de Paix via Jean Rabel. This road was originally built as an automobile road, but due to lack of maintenance is unfit for wheeled traffic of any description. The main street of the town parallels the shore line in a general north-south direction, and the other streets of the town are parallel to or at right angles to this one. The streets are maintained in excellent condition. The houses of the town are largely of masonry construction. Mole St. Nicolas is 22.4 miles west of Jean Rabel by road, and 52.2 miles west of Port de Paix by the same road. There are numerous trails leading east and south-east to the other towns in the northern peninsula but without exception, they are unfit for wheeled traffic of any description. The Garde Barracks could accommodate about 25 men, and the Church could accommodate a slightly larger number of men. Camp Sites are to be found at the outskirts of the town for fairly large numbers of men, but water, food, fuel and forage are very scarce. There are a few wells in the town, but the water is impure, and the water obtained from the Mole St. Nicolas River at some distance from the town is also very impure. The rainy season extends from October to February, but the rainfall is very light, the total annual rainfall rarely reaching 19 inches. Fishing is the principal occupation, the surrounding country being too dry for successful farming. There are a few stores for trade with the natives. No industries and no manufacturing.

The Bay at Mole St. Nicolas is composed of an outer and inner bay. The outer bay being too deep for safe anchorage, but off the town, about 2 miles inside the bay, the bay narrows to a width of 1/2 mile, and extends north-northeastward for about 1-3/4 miles, narrowing to about 400 yards, this inner bay is known as Carenage Bay. Between the town and the northern shore the depths between the 5 fathom curves are from 7 to 26 fathoms, and in the entrance to Carenage Bay the depths are from 8 to 19 fathoms. In the anchorage space of Carenage Bay from 5-1/2 to 7 fathoms are to be found. The best anchorage for vessels of deep draft is in Carenage Bay, affords protection from all winds, but it is small. Anchorage will also be found in 7 to 10 fathoms of water about 400 yards from the northern shore, with Fort St-George bearing about 160 degrees.



Pestel
K9A-69-SCALE 1/9000
Alt. 9000

PESTEL

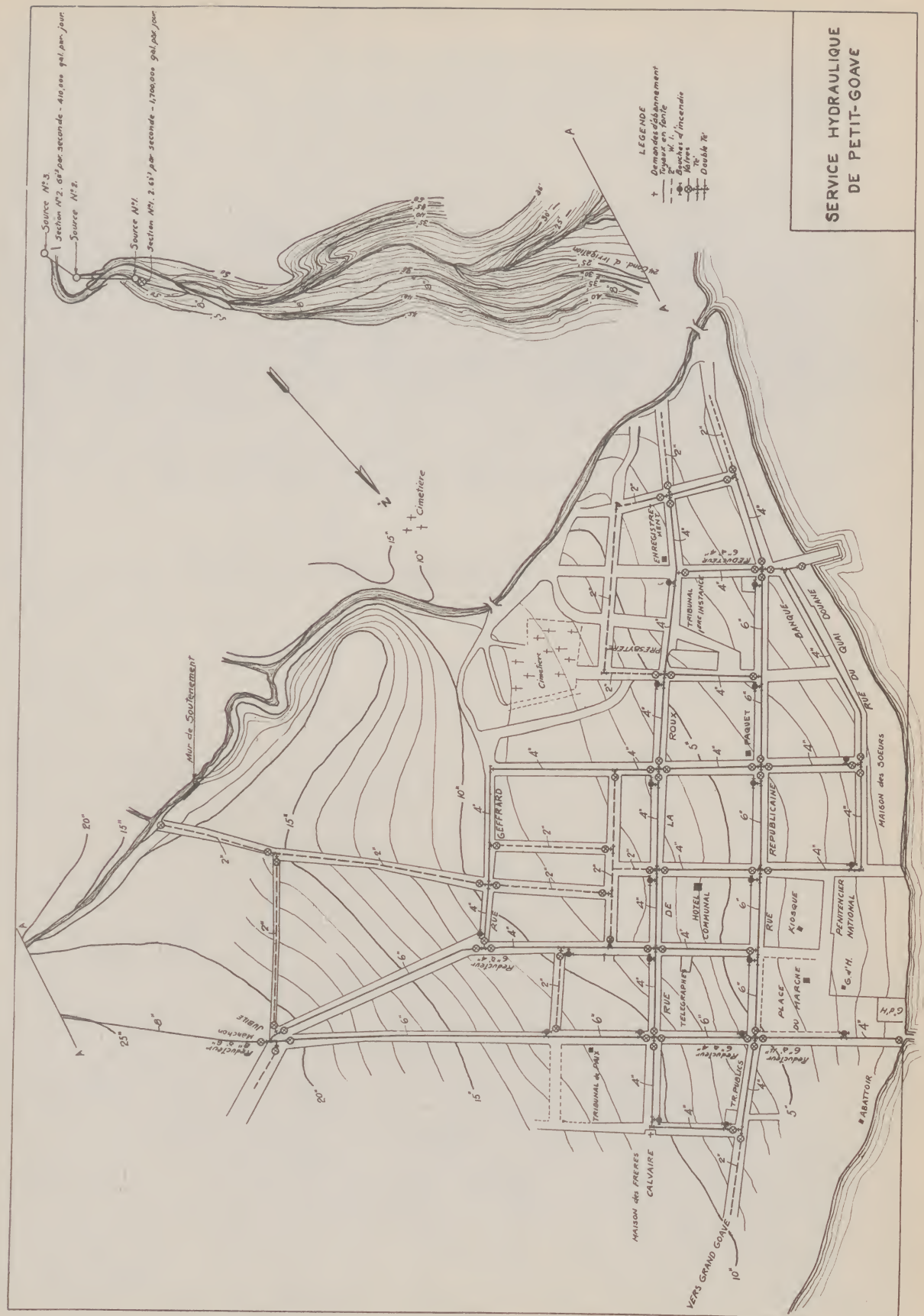
601

Pestel is located on the northern coast of the southern peninsula between Corail and Baraderes. The elevation is 15 feet above sea level, and the population is approximately 700, the majority of whom are uneducated blacks, engaged in fishing, farming and the operation of small stores for trade with the peasants. The town is almost invisible from the sea on account of a small island which lies in front of it. The entrance to the harbor is very shallow, allowing only small sail boats to enter. The one street of the town runs east to west, and has a hard irregular rocky surface suitable for pedestrian traffic only. No roads lead out of the town. Trails lead to the west for about 12 miles to Corail, and to the east to Baraderes. Numerous mountain trails lead to villages in the interior. An outpost of two enlisted men of the Garde is stationed at the town. Trails lead to the west for about 12 miles to Corail, and to the east to Baraderes. Numerous mountain trails lead to villages in the interior. An outpost of two enlisted men of the Garde is stationed at the town and occupy a recently built concrete barracks which can accommodate 15 men. This is the only building in the town suitable for the accommodation of troops. Other buildings being small and of plastered construction. Only one telephone in town, located in the Garde Barracks, and used by the public. Water is obtained from wells and cisterns, and must be boiled when used for drinking purposes. Native foods, fuel and forage may be purchased in limited quantities. The average daytime temperature is 89° Fahrenheit, and the night temperature averages 74 degrees. The most prominent citizens are Raphael Bazile-Lawyer and Fignole Job, Farmer.

PETIT GOAVE

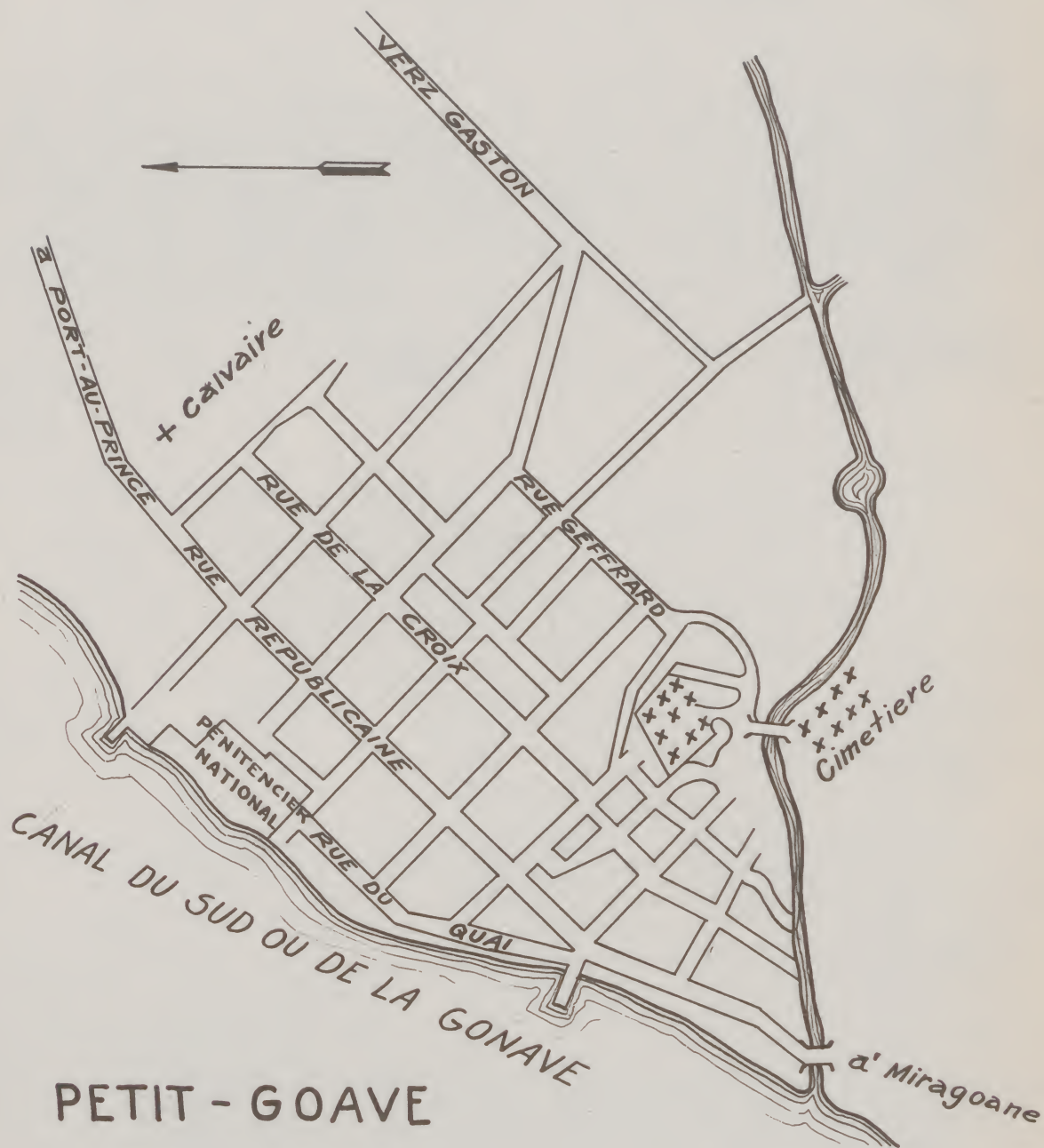
601

<u>Garde Distribution:</u>	<u>Officers</u>	<u>Men</u>
District of Petit Goave	6	110
(as follows):		
Headquarters, District of Petit Goave ..	3	54
Sub-District of Petit Goave:		
Outpost of Grand Goave		3
Sub-District of Leogane	1	10
Outpost of Trouin		8
Sub-District of Anse a Veau	1	13
Outpost of Petit Trou de Nippes		2
Outpost of Baraderes		2
Sub-District of Mragoane	1	10
Outpost of Petit Riviere de Nippes ...		3
Outpost of St-Michel du Sud		5





Petit Goave
K8A-63-SCALE 9000
Alt. 9000



PETIT - GOAVE

Cities & Towns, Con't.
PETIT GOAVE, Con't.

601

Importance:

601-100

The city of Petit Goave is located on the southwestern arm of the Republic, facing the eastern point of the island of La Gonave. It is a small town and of not much importance. There are four schools in Petit Goave under the direction of the government; also 2 schools under the direction of the Catholic Church, which are sponsored by the State. Instruction: Fair. The city is governed by a Mayor and Communal Council.

Population:

601-200

The population of Petit Goave is about 5,000. The following number of foreigners reside there: French citizens, 35, 22 native born; German citizens 2, 1 native born; Italian citizens, 5; Spanish citizens, 2; Syrians, 5; Porto Ricans, U.S., 1.

601-300

Hydrography: The shore line of Petit Goave extends 7-1/2 miles to the east, and two miles to the west of the town proper.

Anchorage:

601-400

The harbor is small and insecure, being infested with reefs. The water in the harbor is from 8 to 100 feet in depth. Anchorage for large steamers is found about 200 yards from the wharf or dock. The harbor is well protected, being located in the Bay of Petit Goave. All ships entering the harbor require a pilot.

Wharves:

601-500

The dock at Petit Goave is made of reenforced concrete about 150 yards long and 14 yards wide. Loading and unloading is done by means of lighters sculled by natives. There are three cranes on the dock, one with a lifting power of ten tons, and two with a lifting power of five tons each, all hand operated. The water at the end of the dock is about nine feet deep.

Harbor Craft:

601-600

An unknown number of freight lighters are available which can be drawn by ship's motorboats. No tugs are available.

Landings:

601-700

Landings can easily be made, either at high or low tide, at any point on the beach or in the courtyard of the Garde Barracks. Landings can be covered by fire from ship's guns.

Cities & Towns, Con't.
PETIT GOAVE, Con't.

601

Fortifications:

601-800

The fortifications of Petit Goave consist of an old ruined fort, dating from French colonial days, on the beach about 250 yards west of the wharf, and an old bulwark fronting the barracks of the Garde d'Haiti on the seaward side.

Climatology:

601-900

During the day the temperature ranges from about 90 degrees F., and at night this drops to about 70 degrees. The mean annual rainfall for Petit Goave is about 47 inches.

Industries:

601-1000

There are no manufacturing industries in Petit Goave. The town people are government workers, speculators, merchants, shoe-makers, cabinet makers and distillers. Others occupy small stores for trade with the peasants. The exporting of coffee and cotton is engaged in by the larger merchants and is the most profitable business in the city. The peasants in the suburbs are engaged in farming on a small scale.

Commerce:

601-1100

Petit Goave is the center of commerce for the district surrounding it. The chief plants of the city are Vital Brothers' coffee plant, and several small sugar mills. The plains surrounding Petit Goave abound in small distilleries engaged in the manufacture of "Tafia" and "Clairin". The commerce of the port for the fiscal year 1930-31, is as follows: Exports \$4,971,70;00, Imports \$805,052.00.

Oiling facilities:

601-1300

None.

Coaling facilities:

601-1300

None.

Ship Yards:

601-1400

Outside of the city proper, at a place named Petit Guinee, there is a small shipyard designed for the building of small sailing vessels for the coastwise trade, and of lighters used for the transfer of freight from vessels to the dock.

Cities & Towns, Con't.
PETIT GOAVE, Con't.

601

Streets:

601-1500

The streets run east and west, and north and south. They are wide and constructed of dirt surfaced with sand and gravel. The drainage is good, and the ditches are faced with concrete. The commercial section is located on "Grand Rue", which runs east and west. Located on this street are large merchandise firms selling both native and foreign made goods.

Buildings:

601-1600

The stores are large concrete, fire-proof buildings, well stocked and well handled by the better class of Haitians and Syrians. There are numerous small stores of plastered frame-type construction. Public buildings are the Garde Barracks, City Hall, Court of First Instance and the Public Health Service Hospital. They are modern buildings of concrete construction, and the principal buildings in the town. The Garde Barracks at Petit Goave is a two-story frame structure which can accommodate about 100 men. Water for drinking, cooking and bathing purposes is available. There is a sick bay in this building which accommodates 3 beds. Other buildings for the accommodation of troops are: Bombace & Company, 75 men; Usine Vital, 100 men. Camp Sites: The market place can accommodate about 100 men. Water can be obtained from the barracks, a distance of about 50 yards. No shelter. The land is level and dry. The Barracks Grounds can accommodate about 50 men. Water can be obtained from the barracks. No shelter. Good drainage.

Hospitals:

601-1700

There is one hospital in Petit Goave, operated by the Service d'Hygiene, named the "Hospital Notre-Dame". It has a bed capacity of 200 beds. There is an operating room. For isolation purposes, tents may be erected in the hospital yard.

Transportation:

601-1800

Passenger cars, trucks, horses and donkeys are the usual methods of transportation. Fifty-four trucks and seventy-two passenger cars have been licensed in Petit Goave. No street cars. No railroad.

Water Supply:

601-1900

Water piped from capitated springs situated about half a mile from the city, is the source of supply. There is a reservoir near these springs, which has an elevation of about 240 feet. This furnishes ample water for drinking purposes and fire protection. This water is considered very good by the health authorities and is used by the inhabitants without boiling. These springs have a con-

Cities & Towns, Con't.
PETIT GOAVE, Con't.

601
601-1900

bined flow of about 1,300,000 gallons per day. They are shown in the city map marked "PETIT GOAVE BAY", from a survey by the U. S. S. EAGLE in 1913.

Sanitation:

601-2000

Frequent inspections by agents of the Service d'Hygiene have resulted in clean streets and yards. Open drains dispose of used water. Privies are all of the pit variety. There are many mosquitoes. Drains are being excavated, and inspected daily by Sanitary officers. In general, the health of the people is good. The common diseases are malaria, yaws and syphilis.

Resources:

601-2100

Food: Native and foreign products. Rice, beans, plantains, yams, corn and cassava. Fresh beef and mutton slaughtered daily. Foreign canned goods of all kinds may be purchased in the stores.
Fuel: Charcoal and wood. Sold by peasants in the market place.
Wood can also be cut on state land about three miles from the city.
Forage: Corn and grass can be purchased in any amount locally.

Public Works:

601-2200

There are no public utility plants. There are several Delco plants in Petiti Goave used for lighting private homes.

Railroads:

601-2300

Petit Goave has no railroad connections.

Personalities:

601-2400

The majority of the inhabitants of Petit Goave are uneducated negroes. The remainder are mulattoes of very good education. the latter comprise the merchant class. Those in political power are the blacks. These latter hold every important position in both Communal and State government. The most important citizens and their occupations are as follows: Savinien Martin, merchant; Antoine Saba, merchant; B. P. Redd, merchant; C. Mitchel, public works; C. Dartiguonave, lawyer; J. Jerome, speculator; Fernand Delbeau, lawyer; E. Vital, employer.

Newspapers:

601-2500

None.

Cities & Towns, Con't.
PETIT GOAVE, Con't.

601
601-2600

Topography:

Grand Goave, the nearest town to the east, is about 9 miles distant, and Miragoane, the nearest town to the west, is about 17 miles distant. The city of Petit Goave is a small coast town about 45 miles by main auto road from Port au Prince. It faces the Gulf of LaGonave and is surrounded on the east, north and south by high mountains. Mt. Tapion, which is 2 miles east of Petit Goave, separates Petit Goave and Grand Goave. The main auto road runs through Petit Goave. It is a two-way road, constructed of dirt, surfaced with rock and gravel. The town is six feet above sea level. Bandits could locate themselves anywhere in the mountains in this department, and it would be very difficult to dislodge them. A particularly suitable area is Mt-Calumette (South of Petit Goave), the elevation of which is 4,400 feet. The distance from Petit Goave to Grand Goave by auto road is 9 miles, Petit Goave to Leogane - 22 miles, Petit Goave to Port au Prince - 45 miles, Petit Goave to Trouin - 21 miles, Petit Goave to Miragoane - 17 miles; Petit Goave to St. Michel du Sud - 20 miles; Petit Goave to Anse a Veau - 36 miles; Petit Goave to Petit Trou de Nippes - 51 miles.

Cables:

601-2700

None.

Telephone and Telegraph Lines:

601-2800

There is but one telephone line connecting Petit Goave with Port au Prince and the intervening towns. Telephone calls from Jeremie and Aux Cayes are transmitted through Petit Goave to Port-au-Prince. The switchboard measures three feet by three feet. There are 18 subscribers to the telephone in Petit Goave.

Radio Stations:

601-2900

None.

Clubs:

601-3000

There is but one private club, the members of which are nearly all foreigners. The discussion of politics is forbidden in this club.

Aviation Fields:

601-3100

None.

Hydroplane Anchorages:

601-3200

Possible in the harbor of Petit Goave except in stormy weather (See Article 601-400).



Pt. Riviere de Nippes
K8A-65-SCALE 1
Alt. 9000 9000



Pte. Trou de Nippes
K8A-67-Sc ale 9000
Alt. 9000

PETIT RIVIERE DE NIPPES:

601

Petit Riviere de Nippes, a town with a population of about 400, is situated on the northern coast of the southern peninsula. It is 4 feet above sea level, and has an average temperature of 89° F., in daytime and 70° F., at night. It has no streets, the business houses and private dwellings being located on the main automobile road. The town is 9 miles east of Anse-a-Veau and 13 miles west of Miragoane by automobile road. This road is two way, dirt, with rock and gravel surface, passable except in extreme wet weather. The buildings are mostly two story, plastered frame structures. There is no telephone switchboard in the town, one telephone only being located in the Garde Barracks. The Garde Barracks, wherein are quartered an outpost of three enlisted men, can accommodate 15 men, and the open market place could be used as a camp site for 40 additional men. Health conditions not good. Malaria very prevalent, syphilis and yaws common. Food, fuel and forage very limited. Water available about 200 yards from town, must be boiled when used for drinking purposes. The town is governed by a mayor and communal council. The town is of no political importance, and the people of the town are mostly uneducated blacks, with no foreigners residing there. No manufacturing industries. The principal buildings are the Garde Barracks and the Church. They are of reenforced concrete construction. The most important citizens are C. Desvarieux, merchant; Thales Hill, tailor; A. Jacques, merchant, and Lemon Labissiere, surveyor.

PETIT TROU DE NIPPES:

601

Petit Trou de Nippes, a town with a population of about 600, is situated on the northern coast of the peninsula, 15 miles west of Anse-a-Veau by automobile road, and 15 miles east of Baraderes by trail. The town is 2 feet above sea level and has a temperature of 90° F., in the daytime and 75° F., at night. The climate is unhealthy, malaria, tuberculosis and syphilis being prevalent. The buildings are one-story, plastered frame dwellings and stores. The main auto road is two-way, earth with rock and gravel, passable except in extreme wet weather. There is no commercial section in the town. The chief occupations are farming, speculating in coffee and cotton, and general merchandising. There are no manufacturing industries. The inhabitants are uneducated blacks. No foreigners. The town is governed by a mayor and communal council, and is of no political importance. There is no telephone switchboard, one telephone being located in the Garde Barracks. The Garde Barracks is a reenforced concrete building, in which are quartered an outpost of two enlisted men, and can accommodate 15 men, and 150 additional men can be quartered in the open market place which is level and dry. Native produce, beef, and charcoal can be purchased in limited quantities, as can grass for forage. Water is obtained from the river



KBA-81-SCALE 7000
Alt. 7000

and must be boiled. Two schools are located in the town under the direction of government teachers. The most important citizens are Clement Alexis, merchant, and Decimus Tequiro, lawyer.

PORT A PIMENT

The town of Port a Piment is located on the southern coast of Haiti, approximately 27 miles northwest of Pto-a-Gravois, at an elevation of 7 feet above sea level, and has a population of about 1300 people. A sub-District Headquarters of the Garde d'Haiti is located here with one Officer and nine enlisted men. There are mountains to the north and east. The Port a Piment River passes west of the city, with its sources in the Bois Chene and the La Voute Mountains, and empties into the Caribbean Sea. No roads lead out of the city, but one trail leads in a westerly direction for 5 miles to Chardonnières, and another to the southeast for about 3 miles to Damassin. Other small trails lead to the interior. These trails are muddy and impassable during extremely wet weather. With the exception of the Garde Barracks and the church, all the buildings of the town are plastered frame structures, one or two-story, with galvanized iron roofs. The streets of the town are dirt, and poorly drained. Run east-west and north-south. The principal street "St. Augustin" runs through the centre of the town, and the commercial section is located thereon. All water is obtained from the Port a Piment River, about 300 yards west of the city, and must be boiled when used for drinking purposes. The Garde Barracks are of concrete and can accommodate about 30 men. A camp site would be established on the dry unsheltered Place d'Armes, and would accommodate about 50 men. The majority of the inhabitants are uneducated blacks, engaged in farming, fishing and the operation of small stores for trade with the peasants. The mean average daytime temperature is 83° F., and during the night it is 70° F. The most important people are Benjamin Saint Die - Merchant - M. Pluviose, Farmer; William Pluviose, Doctor; Laddun Francois, farmer; Henry Darnas, Notary and Volnay Douyon, Notary.

REPUBLIQUE D'HAITI
DIRECTION GENERALE TRAVAUX PUBLICS
BUREAU DE L'INGENIEUR EN CHEF

CARTE GENERALE DE PORT AU PRINCE

ECHELLE 1/5000

PORT-AU-PRINCE
APPROUVE
MINISTRE DES TRAVAUX PUBLICS
INGENIEUR EN CHEF



BAIE DE PORT AU PRINCE

AERIAL PHOTOGRAPHIC RECORD MAP
OF
FORT-JU-PAHUA, N. M.
Made By
1st Lt. E. H. J. Leman, Pilot VORM.
2nd Sgt. J. N. Paul, Photographer.
July, 1935.
Altitude Taken-----10,800.

App. Scale.

600 Yds. 138.889 Yds. 2493 Miles



KSA-148
Alt 15800



PORT-AU-PRINCE
KSA-148-2 Scale 1:5800
Alt. 15800



PORT-AU-PRINCE
8148-SCALE 15,800
ALT. 15,800

PORT AU PRINCE

601

Garde d'Haiti Distribution: The city of Port au Prince is the Headquarters of the Garde d'Haiti; of the Department of Port au Prince, which includes the District of National Palace, District of Caserne Dartiguenave, District of National Penitentiary, District of Police, District of La Goanve, District of Petionville, and District of Jacmel; as well as the headquarters of the Ecole Militaire, and the Maison Militaire. In addition, the Garde Cote (Coast Guard, or Navy of Haiti,) has its headquarters and station at Bizoton, just outside the western limits of the city of Port au Prince, on the road leading to Leogane.

A description of these activities will be found under the appropriate titles in sections 601 and 800.

	<u>Officers</u>	<u>Men</u>
Headquarters, Garde d'Haiti, which includes the Medical Director's Office, The Quartermaster's Office, and the Quartermaster Depot of Supplies:		
Major Generals	1	
Brigadier Generals	1	
Colonels	3	
Majors	1	
Captains	4	
First Lieutenants	13	
Second Lieutenants	8	
Ecole Militaire	6	
Enlisted Cadets at Ecole Militaire		40
Coast Guard	4	17
Maison Militaire	5	
Department Headquarters (Port au Prince)	3	
District of National Palace	3	100
District of Caserne Dartiguenave	9	229
District of National Penitentiary	5	83
District of Police	13	239

The three remaining districts of the Garde d'Haiti, under the direction of Department Headquarters, Military Department of Port au Prince, are located as follows: The District of La Gonave, on the Island of La Gonave; the District of Petionville, at Petionville; and the District of Jacmel, at Jacmel.

Importance:

601-100

The City of Port au Prince, the capitol of the Republic of Haiti, is situated on the southeastern shore of the Bay of Port au Prince, latitude 18° 33' N., and longitude 72° 20' W. The southwestern part of the city is built on the foot slopes of "Morne



l'Hôpital", a mountain which rises precipitously to a height of 3400 feet and is part of the northern spur of the La Salle range which runs east and west through the southern peninsula of Haiti. The eastern and northeastern parts of Port au Prince are built on low hills which rise gradually to "Gros Morne" a mountain of 1100 feet altitude directly east of the city. The northern edge of Port au Prince extends into the Cul du Sac, a low fertile plain extending ten miles to the north and east. The plan of the city proper takes the form of a triangle, the base of which occupies about 3300 yards of water front and the apex of which reaches one mile east into a draw formed by Morne l'Hôpital and Gros Morne.

From the waterfront for a distance of 1200 yards the city lies on a very gradual slope except where the northern limits rest on Bel Air Heights. Beyond 1200 yards the elevation increases more rapidly as the mountains begin to rise in height. Thus the city proper is practically enclosed by highlands on the north, east and south. Narrow exits follow the shore line to the North and South, an eastern exit winds upward between Morne l'Hôpital and Gros Morne to the town of Petionville, four and one half miles inland and at an elevation of approximately 1100 feet.

The city limits follow generally from north to south the following route: Waterfront to Pont Rouge (southeast corner of the Marine Aviation Field) - East along Route de Saint Martin, passing west of the U. S. Radio Station and Fort National - East up John Brown Avenue to "W" Street - South to Source Turgeau - west by reservoir and USMC Field Hospital to Bolosse - North to waterfront.

Port au Prince is also the commercial center of the country and affords excellent harbor and docking facilities. It is the headquarters of a large number of commercial and financial houses which operate throughout the republic. The National Palace, Senate and Chamber of Deputies Building, Palace of Justice, Headquarters Garde d'Haiti and many other government activities are located in the city. Practically all steamship lines that come to Haiti touch at Port au Prince and it is also the terminus of two small railroads.

Port au Prince has 111 schools, including public and private. There are only six of these schools run by the government, although many of the private schools are subsidized in part by the Government. The majority of the private schools are in private homes with a limited number of instructors. There are two boys' schools and four girls' schools run by the Catholic Brothers and Sisters. It is estimated that there are 15,000 school children in Port au Prince who attend school yearly. There are no institutions or higher educative schools except the Night Law School and the Medical College.



CATIA
KBA-126 Scale 6000
Alt. 6000

Port au Prince is governed by a Mayor and 15 aldermen. The Mayor, or Magistrat as he is known, is elected by the people of a two year term, elections being in January in each even year. The Magistrat, or Mayor, has almost dictatorial powers as he can make any law, providing that it is approved by the Minister of Interior. The Mayor appoints all his own employees, including the Communal Receiver, who collects all taxes. Money from taxes and other sources is expended by a budget, approved by the Minister of the Interior. A Fire Department is maintained by the city of Port au Prince. There are 51 firemen, two steam engines of 1000 gallons capacity each, and one steamer of 750 gallons capacity, one motor pump, 300 gallons capacity and one motor pump of 150 gallons capacity and one combination. The above apparatus carries 2900 feet of hose. The Port au Prince Police Department is under the Garde d'Haiti. The Police Company consists of 13 officers and 239 enlisted men. They maintain a Traffic Department, Criminal Investigation Department, Boarding Officer and General Patrol of the city.

Population:

601-200

Port au Prince is the largest city in the Republic of Haiti, having a population of approximately 120,000 native inhabitants. The inhabitants of Port au Prince are in general divided into two classes, namely the elite and the working class. The upper class are those who own property or are professional men such as lawyers, doctors, engineers, politicians or hold some Government position. As in all Latin American Republics the politicians are very much in evidence. Most of the upper class are mulatto and are quite well educated. They look down on the lower or working class, and are very little interested in their betterment. The laboring class do manual work about town as servants, gardeners, shop-keepers, government laborers, etc. They are generally of the black negro type, although it is estimated that 50% of the population of Port au Prince are mulattoes. The foreign population based on the census of 1929, is as follows: Austrian 2; Dutch 12; Palestinian 24; Belgian 18; French 212; Portugese 1; British 231; German 59; Serbian 1; Chinese 61; Greek 3; Spanish 13; Colombian 2; Guatemalan 1; Swiss 18; Costa Rican 2; Italian 39; Syrian 27; Cuban 15; Luxemburg 1; U. S. 125; Danish 9; Mexican 1; Venejelan 4; Dominican 83; Norwegian 3 - total 967. The actual Dominican population 1932, is 165.

Hydrography:

601-300

Port au Prince is situated eastward of La Gonave Island between a point northeastward of Ca-Ira village on the south and Arcahaie Point on the north. The distance between these points is 14 miles. The southeastern part between Lamentin Point and Cul du Cas forms an inner bay protected by the surrounding Pelican Cays.



Point Lamentin lighthouse in Latitude $18^{\circ} 33' N.$, $72^{\circ} 24' W.$, is flashing white, showing one flash every three seconds, visible 15 miles, exhibited from a white circular tower 106 above high water. Landmarks: The two towers of the U. S. Naval Radio Station and the large smoke stack of the sugar mill at Hasco are very conspicuous from seaward. The National Palace, a large and very white building with a dome, situated in Port au Prince, is a very conspicuous object when approaching from the westward. The Cathedral at Port au Prince is a white stone building formed by two towers flanking a structure with a triangle pediment and is visible for a long distance. A red light on one of the towers is lighted from sunset to sunrise and is visible at night for a long distance. Fort National, with a signal staff, and red range light, stands on a hill 318 feet high and is very conspicuous. The approach to Port au Prince is encumbered with shoals and small islets extending nearly across the entrance. The outermost of these, all northward of the fairway, are the Pelican Cays, visible only at low water, which lie about 3.5 miles NNE of Point Lamentin. They are small, low and sandy, occupying a space nearly 2 miles in a NE and SW direction. Depth of Water: There are several patches with depths of from four to five fathoms over them, one patch with but 20 feet on it and 7 fathoms close around it. This patch lies 200° distant 1-1/4 miles from Port Bizoton on the south shore. The general depths are from 6 to 14 fathoms. Tides: The mean high water interval is eight hours and twenty-three minutes, spring range 1.5 feet, mean range 1.2 feet. Currents: The currents in the channels approaching Port au Prince set to the eastward in the Gonave Channel and to the northward in the Saint Marc Channel. Time: The time used is that of the 75th Meridian, Eastern Standard Time.

ANCHORAGES:

601-400

Large ships can anchor in the outer part of the harbor, depth of water from 12 to 20 fathoms. Vessels must anchor clear of the range lights on the North of the Cathedral and south side of Fort National, 104° true.

Wharves:

601-500

The main wharf where all large ships dock is located at the west end of Rue des Cesars and is operated by the Haitien Wharf Co., a private corporation. It is built of concrete and is 1700 feet long and six feet high. On the south side vessels drawing 28 feet can dock at the first 1000 feet. Vessels drawing 24 feet can dock at the next 500 feet. Light draft vessels drawing 16 feet can dock at the head of this wharf. North side of wharf vessels can dock up to 20 feet draft. There are two railroad tracks the entire length of the wharf. There are two landing places, one at the head, and one



6000 ft
K8A-123 scale 6000
Alt. 6000

Cities & Towns, Con't.
PORT AU PRINCE, Haiti.

601
601-500

at the foot of the wharf. The loading and unloading facilities are good. There is a 30 ton stationary crane on the wharf. Along the shoreline north of the Haitien Wharf is a concrete quay about 450 feet long suitable for the landing of small boats. At the northern extremity of this quay and parallel to the Haitien Wharf is a wooden pier about 200 feet long used by sailing vessels drawing not more than ten feet of water. The Office of the Captain of the Port, Customs Buildings and Government storehouses are at the head of this wharf. About 700 yards south of the Haitien Wharf there is a small private wharf known as the "John Thomas Wharf". It is about 45 feet long and has an 8-foot channel to it. It is used by water barges and small boats. The Pan American Airways dock is about 1500 yards south of the Haitien Wharf and has excellent accommodations for mooring seaplanes. About 5 miles southwest of Port au Prince is located the Bizoton Navy Yard where there is a wood and iron wharf 200 feet long. Vessels of 14 feet draught may dock there and there is a small marine railway near the dock for beaching small boats. One mile southwest of the Navy Yard the Shell and Texaco Oil Companies have wharves for fueling ships of large draft. The Shell Company, Ltd. (West Indies) wooden wharf is 1250 feet long and 14 feet wide with a wide and narrow gauge track and two 18 inch pipe lines for gasoline and crude oil. Ships drawing 30 feet of water can moor at the end of this wharf. The Texaco Company (West Indies) have a concrete wharf 300 feet long and 6 feet wide about 100 yards south of the Shell Company Wharf. There is a four inch pipe line for gasoline and crude oil and ships drawing 10 feet or less can be moored to the end of this wharf. About two miles north of Port au Prince the Haitien-American Sugar Co., (Hasco) has a wooden pipe-line wharf 1800 feet long from the shore line and 6 feet wide, with a 14" pipe line the entire length from a molasses tank. Vessels drawing up to 32 feet can moor at the end of this wharf by mooring with two anchors and veering down and securing about 50 feet of the stern to the end of the wharf on the south side. See Hydrographic Chart No. 2660. This wharf is the property of the Haitien American Sugar Company.

Harbor Craft:

601-600

The U. S. S. WOODCOCK is station ship here at the present time. There are no other harbor craft.

Landings:

601-700

There are ample landing places, the wharf, quay, and there are several sandy beaches between Lamentin Light and the Bizoton Navy Yard. The longest distance from any ship anchored is about 2 miles. Landings can be made in all kinds of weather. Landings can be covered by our ships.



Fortifications:

601-800

The following forts and arsenals, government property, are located in the Commune of Port au Prince: FORT NATIONAL: This fort is the only one now in use, serving as a saluting battery and as a post of the Garde d'Haiti. It is situated on the summit of the mountain of the former Covin Habitation, Port au Prince. It was constructed in 1794 by the British. To render homage in memory of the French who died in the Army of Saint-Domingue in 1802, General Leclerc had named this fort "Fort Debelle", the name of one of the most brilliant Generals of the expedition. When President Petion died, this fort was given the name of "Fort Alexandre", in testimony of the national recognition for the founder of the Republic. The body of General Lys was buried in this fort, which he had defended against the troops of Christophe in 1812. When the French Army landed at Lamentin on February 5, 1802, three guns were fired from this fort as an alarm, and all the whites who had been arrested at Port-Republicain were escorted to the Champ de Mars and at Saint-Martin, where they were unmercifully massacred. On March 14, 1878, General Louis Tanis, Department Commander of the West, taking advantage of the absence of President Boisrond Canal on a visit to the south, took possession of Fort National and revolted against the Government and against the Bazalaisistes. On the 18th, the Chief of State returned to Port au Prince; the insurgents in the fort took to flight and later took refuge in the American Consulate at Turgeau. The population of Port au Prince encamped at Fort Evellard were able to hold the rebels until the arrival of the President of Haiti. FORT DIMANCHE: This fort was constructed in 1855 north of La Saline and of Croix des Bossales on the waterfront. This fort was razed to the ground years ago, and the site is now used for rifle ranges for the U. S. Marine Corps and the Garde d'Haiti. FORT MERCREDI: Unoccupied. Situated in the Rural Section of "Morne de l'Hopital" on the south and facing Grand Rue of Port au Prince. It was constructed during the reign of Emperor Soulouque. This fort was dismantled for a number of years. When the "Cacos" entered the city of Port au Prince on December 19, 1869, they were fired upon from this fort while in Grand Rue (Main street of Port au Prince). FORT SAINT-CLAIR: This fort was razed to the ground about twelve years ago. All the old crumbled material has since been used in street repairs by the Public Works. The Parc Communal (Communal Pound) is located on the property; also a depot of the Public Works. The northern end of this property is used as a small market, and is now considered as Communal property.

Climatology:

601-900

Port au Prince lies in a latitude 19 degrees north and is therefore within the equatorial region. The climate is much the same the year round and there is no definite change of seasons. The maxi-



mum temperature occurs daily 12:00 noon and 2:00 p.m., and there is very little change at any time during the year. During the months from November to March the minimum temperature which occurs about 6:00 a.m., is slightly lower than it is during the remainder of the year. The average temperature of the entire year is approximately 84 degrees F. During the summer months the diurnal range of temperature is between 70 degrees and 100 degrees F. The highest temperature recorded is 100 degrees and the lowest is 58 degrees F. During the winter months the temperature ranges between 60 and 95 degrees F. The normal height of the barometer for Port au Prince is about 30:00 inches. Except in the case of severe storms it seldom varies from this figure more than .15 inches. The highest recorded barometric reading at Port au Prince was 29.71; in Port au Prince is 30:15 inches and the lowest 29.71 inches. The general trend of the weather in Haiti is from the east to west, but Port au Prince itself is well protected from storms by the mountain ranges which surround it. The mean daily range of the barometer is approximately .07 inch. The lowest barometer occurs in the later part of the afternoon and the highest barometer is in the middle of the morning.

Port au Prince and vicinity have a fairly heavy annual rainfall and there are two well defined rainy seasons. In the spring during the months of May and June the rainfall is particularly heavy and again in the early fall during the months of August, September and October. The annual rainfall averages around 54 inches and the highest recorded monthly rainfall is slightly over 10 inches. Very little rain falls during the day, the usual time for the occurrence of the showers is between the hours of six and nine p.m.

The relative humidity of the atmosphere is at all times rather high. At night, between the hours of 6:00 p.m. and 6:00 a.m., the air is practically 100% saturated and it drops to about 70% at noon. Only occasionally has it dropped as low as 60%. It may be said that while the temperature is low, the humidity is high, and vice-versa.

In summer, the heat in Port au Prince is very oppressive and during the months of June to September the temperature rises to and exceeds 97 degrees. In winter the temperature is rarely over 84 degrees, falling at nights, and at this season the climate is very equable with cool nights and not oppressively warm days.

In Port au Prince the easterly breeze begins about daybreak and cant to westward, generally about noon, frequently accompanied by a heavy squall. In the spring and summer months it frequently rains between six and nine p.m.

The following is an example of the temperature and weather during any normal year:



Cities & Towns, Con't.
PORT AU PRINCE, Haiti, Con't.

601
601-900

Year	Month	Average Temperature per Month			Weather
		Max.	Min.	Mean	
1927	February	84	73	78	Clear
1927	March	83	74	78.5	Clear
1927	June	90	85	87.5	Clear
1927	July	90	79	84.5	Clear
1927	August	88	79	84	Clear
1927	September	87	77	83	Clear
1927	October	88	78	82	Clear
1927	November	88	76	82	Clear
1927	December	84	73	78.5	Clear
1928	January	83	71	77	Clear
1928	February	86	73	79.5	Clear
1928	March	87	74	80.5	Clear
1928	June	88	79	83.5	Partly overcast
1928	July	90	79	84.5	Clear
1928	August	83	77	80	Cloudy

Industries:

601-1000

In view of the fact that Haiti is primarily an agricultural country most of the inhabitants are engaged in agricultural pursuits, however the city of Port au Prince finds the greater majority of the population engaged in industrial activities which may be classified as follows: Laundries, bakeries, brick-making, cafes, restaurants, hotels, boarding houses, carriage-making, carriage repairing, straw hat manufacturing, shoemaking, tanning, copper-smiths, cabinet and general furniture making, garages, automobile repairing, blacksmith shops, distilleries, sugar factories, stationers and book-sellers shops, embroiderers, photographers, saddle makers, tailors, milliners, engineers, architects, dairies, vegetable raisers, moving picture houses, drug stores, laboratories, tin ware, potteries, watch repairing, jewellers, silversmiths, lard factories, soap factory, brewery, coco-cola factory, soft drink bottling works, ice manufacturing plant, fisheries and several other minor small industries. The names and locations of the principal firms and industries are as follows:

<u>Place</u>	<u>Location</u>
Armour & Co.	A Street at 16th
Brasserie National SA	B St., bet 14th and 15th
Barreyre's Garage	15th St.
Coco Cola Bottling Works	C St. Bet. 14th and 15th St.
Cie Lithographique d'Haiti	A St. bet 14th & 15th St.
National Railroad Co.	A St. at 19th
Cordasco Tannery	Martissant



Cities & Towns, Con't.
PORT AU PRINCE, Con't.

601
601-1000

Curacoa Trading Co.
Electric Light Co. (Plant)
Buch's Kola Factory
National Kola Factory
Sejourne Kola Factory
Haitien Tile Co.
Gebera and Co., Cigarettes
Rivera Tile Co.
Haitien Construction Co.
Hoormoozis Cigarette Co.
Hasco
Haitian Motors, SA
Kneer's Garage
La National Cigarette Factory
l'Indigene Hat Factory
Lux Laundry
Matteis and Co.
Lope Rivers (Bakery)
Laco Furniture Co.
Peters Bakery
Heinbold & Co.
Usine a Glace
All America Cables
l'Action National (Newspaper)
Le Temps do
Le Monitor do
Le Pays do
l'Opinion do
Le Nouvelliste do
Courrier Haitien do
Haiti Journal do

Place Geffrard
B St. bet. 5th & 6th Streets.
Place Geffrard
A St. bet. 17th & 18th Sts.
Chemin des Dalles
13th St. bet. K & L.
A St. at Tiremasse St.
Portail Leogane
A St. bet. 15th & 16th St.
B St. bet. 17th & 18th St.
Hasco
C St. bet. 15th & 16th St.
15th St.
E St. bet. 4th & 5th St.
C St. bet. 20th & 21st St.
15th St. bet F & G St.
B St. bet 16th & 17th St.
C St. bet. 17th & 18th St.
Portail Leogane
Rue Capois
B St. bet 17th & 18th St.
15th St.
C St. bet 15th & 16th St.
15th St. bet F & G St.
A St. bet 15th & 16th St.
16th St. bet C & D Sts.
16th at D St.
16th at D St.
16th St. bet B & C St.
19th St. bet C & D St.
16th St. bet C & D St.

Commerce:

601-1100

Exports: Coffee is the principal item of export from Port au Prince. Due to economic conditions and continued low prices, the total exports have diminished tremendously during the past few years. The decline so far this year has been 15% as compared with 1931. The greater portion of the coffee exports are made to France. Cotton is the second product of export importance in Haiti, however, Saint Marc leads Port au Prince in the exportation of this item. As in coffee, the export of cotton has also fallen off considerably in recent years. This year's crop, however, bids fair to amount to the largest on record. Sugar and molasses exports from Port au Prince are quite large and are made through the Haitien American Sugar Co. Other exports from Port au Prince include cotton seed, logwood, cacao and a small amount of turtle shell, honey and goatskins. The exports from the Port of Port au Prince for the fiscal year 1930-31 amounted to \$9,719,095.00.

Cities & Towns, Con't.
PORT AU PRINCE, Con't.

601
601-1100

Imports: Imports into Port au Prince include the following articles: cotton piece goods, lard, butter, salt and chemical and pharmaceutical products, gasoline, fuel oil, lubricating oil, cement, leather goods, machinery, motor trucks, automobiles and tobacco. The largest exporter is the United States. The value of goods imported from the United States approximating 60% of the total. The total value of goods imported into Haiti during the fiscal year, 1930-31 was \$30,687,961.00.

Oiling Facilities:

601-1200

Both fuel and Diesel Oil tanks are located on the Port au Prince-Leogane Road. About five miles from the city are the plants of the Shell, Standard and Texaco Companies, operated by these same companies. These tanks have the following capacities: SHELL COMPANY: 1 Tank Diesel oil, capacity 269,390 gals., 1 tank Diesel oil, capacity 135,840 gals., 1 tank gasoline capacity 953,380, 1 tank fuel oil for light plant 983,000 gals. These tanks are connected to the dock by 8" pipe lines. STANDARD OIL CO. (West Indies) - 1 tank gasoline 426,561 gallons connected to dock by 8" pipe line. TEXACO COMPANY (Texas Oil Co.), 1 tank gasoline 120,000 gallons, connected to dock by 8" pipe line. All the above tanks are accessible over land over a good road.

Coaling Facilities:

601-1300

There is no coal available in Port au Prince.

Navy Yards:

601-1400

Bizoton Navy Yard: This navy yard is located three and one-half miles southwest of Port au Prince, and is the headquarters of the Coast Guard, branch of the Garde d'Haiti. There are buildings for the storage of supplies, a machine and woodworking shop and a barracks and messhall for enlisted men. A pier two hundred and twenty-five feet at the outboard end. There is sufficient water at the outboard end of the pier for small vessels such as mine sweepers, eagle boats or S. C. boats to lie at this pier. There is a small boat landing at the inboard end of the pier. The Machine Shop at the navy yard is modern and is almost identical with that carried by a light cruiser of the Cincinnati class. A fair supply of materials necessary for small repairs and replacements is carried on hand. It is strictly naval.

Streets:

601-1500

The majority of the streets in Port au Prince run NW by SE and are crossed by those running NE by SW. The principal ones are

paved with Macadam and others have crushed rock and clay surface. The following are the widths of the principal streets in Port au Prince running north and south:

<u>Street</u>	<u>Meters in Width</u>	
A	40	Quay
A	12.70	From Dutch line south
B	13.85	
C	13.60	
D	13.60	
E	13.35 & 13.65	From House to South
F	14.10 & 13.65	From Nouvelliste to South
G	13.20	
H	13.20	
I	14.55	
J	18.70	
K	13.00	
L	9.00	
M	9.75	
N	9.75	
O	6.50	
Q	10.00	Sacre Coeur
R	5.00	Jeremie Street
S	6.00	Babirole
T	10.00	
U	8.00	Camille Leon Street
V	6.00	Carlestrome Street
W	10.00	

Street measurements in width running from east to west:

9th	11.25	Rue Chareron
10th	13.00	Rue Joseph Janvier

Commercial and residential areas: The Commercial Area of Port au Prince lies between the waterfront and the following streets: East along Ravine Bois to Portail Leogane - North on "C" Street to 14th. Street. East on 14th. street to "F" Street - North on "F" street to Rue des Front Forts - West on Rue des Front Forts to Rue de Center - North on Rue de Center to Rue de Tiremasse - West on Rue de Tiremasse to waterfront. The remainder of the town may be called residential although there are small stores to be found throughout it. The northeast portion of the town is known as Bel Air and is inhabited by the poorer classes as is the southwest portion. Houses in these two sections are mostly one-story and as a rule are very shabby. The majority of the foreign element live in the southeastern section, that is East of Rue Capois, or "K" Street and south of Turgau. The houses in this section are of stone or wood and stucco and

Cities & Towns, Con't.
PORT AU PRINCE, Haiti, Con't.

601
601-1500

and in general two-story and white desirable residences.

Buildings:

601-1600

Business Section: There are approximately 330 buildings of importance in the business section of the city of Port au Prince: 150 of brick, 90 of stone, 57 of cement, 31 of wood, 2 of iron.

Residential Section: There are approximately 523 buildings of importance in the residential section of the city of Port au Prince: 267 of stone, 168 of wood, 65 of brick, 23 of cement. The following buildings have excellent toilet facilities and are suitable to be used as billets:

<u>Place</u>	<u>Estimated Capacity</u>	<u>Location</u>
Agricultural School	1000	9th St. bet. C & D
Industrial School	500	18th St. bet. F & G
Marine Bks., 2nd Regt.	750	12th St. bet. G & H
Marine Bks., Brig. Hq.	300	K St. bet. 11th & 12th
Ecole Militaire	300	Bel Air Heights
Industrial School	500	C St. near Motor Trans.
Medical School	100	Durand Street
Hotel de France	200	A St. bet. 16th & 17th
Hotel American	200	Ave. William H. King
Hotel Bellevue	100	Rue Capois
Hotel Excelsior	100	Rue Capois
Hotel Champ de Mars	100	Rue Capois
Hotel Rialto	100	Ave. William H. King
Bellevue Club	100	F St. bet 6th & 7th
Hotel Montagne	150	Bellevue
American Minister's Residence	100	L St. bet 5th & 6th
Legislative Chambers	200	F St. bet 14th & 15th
Caserne Dartiguenave, G d'H.	300	12th St. bet G & H
Hotel Splendid	300	M St. at 5th.

The following buildings are without toilet facilities but are also suitable for billets:

Iron Market	500	C St. bet. 18th & 19th
Salomon Market	300	Faubourg Salomon
Cordasco Building	100	15th St. at F
Old Cathedral	300	Place Cathedral
Haitian Motors Building	200	C St. bet 15th & 16th

The following are suitable for use as warehouses:

Armour & Co., Building	A St. corner of 17th
Roy Building	A St. bet. 17th & 18th
Cie Lithographic Bldg.	A St. bet 14th & 15th

Cities & Towns, Con't.
PORT AU PRINCE, Con't.

601
601-1600

Brasserie National
Guilbaud & Gebera Bldg.
Customs Buildings
Garde d'Haiti Storeroom
Travaux Publics Storeroom
Gebera Tobacco Storeroom
Coca Cola Bottling Works
Reinbold & Co.
Qualo Building
Mevs Building
Marine Corps Storerooms

B St. bet. 14th & 15th
C St. at Rue Tiremasse
A St. bet. 17th & 18th
Head of Wharf
Head of Wharf
C St. near USMC Motor Transport
C St. bet. 14th & 15th
B St. at 17th
A St. bet. 18th & 19th
A St. bet. 18th & 19th
Haitien Wharf

Practically every building on A, B and C Streets, from 15th to 20th streets could be used as a warehouse.

The following open grounds within the limits of Port au Prince are suitable for camp sites:

<u>Place</u>	<u>Location</u>
Champ de Mars	Center of city.
Radio Station, USMC	Bel Air Heights
Mr. C. D. Elliott's Prop.	Head of John Brown Avenue
Parc LeConte	Durand Street near "E".
Salomon Market Enclosure	Bourg Salomon
Cricket Field	Ravine Bois
Aviation Field, USMC	C Street
Garde d'Haiti Rifle Range	Hasco

Hospitals:

601-1700

In general the health in Port au Prince is excellent. Years of careful sanitation under competent direction has cleaned out or reduced to a minimum all contagious diseases. In certain portions on the outskirts of Port au Prince the malaria mosquito is found, particularly during the rainy season. Small pox is occasionally found among the native population and venereal diseases are quite prevalent. The Haitien General Hospital until recently under the direction of American doctors, is a modern establishment. The hospitals that are located in Port au Prince are as follows: Haitien General Hospital: Location: Rue de l'Egalite, Rue St. Honore, Faubourg Salomon; number of beds, 306; sanitary conditions, excellent; operating facilities, excellent; isolation, excellent and adequate. Saint Francois des Salles Hospital: Rue de la Revolution and Rue Joseph Janvier; number of beds, 50; sanitary conditions, good; operating facilities, good; isolation, none. Asile Francaise (Hosp.): Location, Rue de Center and Grand Rue; number of beds, 25; Isolation, poor - 2 beds. Brigade Field Hospital: Located at end of "L" street; number of beds 52; sanitary conditions, excellent; isolation, excellent. Garde Hospital: Location, Rue de Faubourg Salomon; number of beds, 30; sanitary conditions, excellent; operating facilities, excellent; isolation, excellent.

Cities & Towns, Con't.
PORT AU PRINCE, Con't.

601

Transportation:

601-1800

Air Lines: Port au Prince is on the Miami-South American Line of the Pan-American Airways, Inc. Seaplanes land at the airways dock Port au Prince on Tuesdays, Thursdays and Sundays, afternoons, from Miami, Florida. They leave Port au Prince the following mornings for Santo Domingo. On Monday, Thursday and Saturday mornings a plane arrives from Santo Domingo and leaves immediately for Miami, Florida. The Commodore is the present type of plane used. They have a total weight capacity of 3000 lbs., and a passenger capacity of 16 persons not including pilot and co-pilot. Airline service has been regular and safe in the past.

Steamship Lines: Five steamship lines include Port au Prince on their regular scheduled runs. All dock at the Haitien wharf. A monthly schedule is shown below, together with the tonnage and troop capacity of the ships of each line:

<u>Line</u>	<u>Where From</u>	<u>Times per Month</u>	<u>To U.S.</u>	<u>Mail, US</u>
Columbian Line	N.Y. direct	4	4	Yes
Panama R. R. Line	N.Y. direct	4	4	"
Netherlands SS Line	N.Y. direct	3	3	"
Lykes Bros. Line	Texan Ports	4	4	"
Aluminum Line	Mobile, Ala.	2	Irreg.	No

<u>Line</u>	<u>Tonnage</u>	<u>Troop Capacity</u>
Columbian Line	1650	600
Panama Line	7500	1400
Netherlands Line	1800	500
Lykes Bros. Line	1200	300
Aluminum Line	1000	Not suitable

Note: The Panama Railroad Steamship Lines operate two passenger ships of about 10,000 tons, coming in once each month each, from New York and two freight ships of 3500 and 4500 tons also coming in once each per month. Steamships from the following lines touch at Port au Prince at least once monthly for freight and a limited number of passengers: Compagnie Generale Transatlantique, Empress Naverie du Cuba, Hamburg-American Line, Horn Line, Royal Mail Packet Steamship Company.

Street Cars: There are two street car lines, each operating one street car making trips on the hour from 6:00 a.m., until 6:00 p.m. The Casernes route starting from Gare du Nord station runs south on "C" Street, the main street of the city, turns east on Rue des Casernes, also known as 13th street, continues along through the Champ de Mars, turning south on "K" Street which ends in a loop the car turning around and returning on the same track. The other line is known as the Miracles run. Starting from Gare du Nord to Rue

Cities & Towns, Con't.
PORT AU PRINCE, Con't.

601
601-1800

Montelais and returning. In addition to the two cars on these runs, a stand-by car is kept in condition at the Gare du Nord Station in case of accidents. The tracks through the city are of 30" gauge. The street cars are propelled by Dodge motors of 1924 type and the cars are continually leaving the track.

Automobiles: 850 Private cars, 395 official vehicles (cars and trucks. There are the following wagons and busses: 465 Public vehicles (Taxi and Passenger busses), 111 commercial trucks, 72 dealers' trucks and autos, 86 private buggies (horse drawn), 42 public busses (horse drawn), 267 bicycles.

Water Supply:

601-1900

The water supply system is owned and operated by the Haitien Government through the direction generale des travaux publics. The water supply is derived from the two groups of springs located on the slopes of Morne l'Hopital East, Southeast and South of the City. The total supply varies from five million to seven million gallons per day at the end of the dry and wet seasons respectively. Of the total supply, about 37% is received from the two groups of springs known as Plaisance and Cerisier located adjacent to the tobacco plantation La Nationale near the Petionville Road. This water is conducted to the Reservoir Bourdon, for chlorination, then to town through an aqueduct, of which the lower part extends for some distance along the Petionville Road. About 20% is derived from the Turgeau Springs at the head of Turgeau Street above the American Club. This water is conducted to the city through two pipe lines, one of which runs directly down Turgeau Street and the other to the Bellevue Reservoir located at the head of 3rd street. About 43% of the total supply is derived from three groups of springs known as Chaudreau, Diquini and Leclerc. The water from these springs is collected in a single aqueduct which delivers water to the city distribution in a new reservoir at the head of Route de Bolosse. All of the springs show pollution, as is the case with practically all springs in Haiti, with the exception of those located above human habitation on the mountains. The following gives an average result of bacteriological tests and is an indication of the pollution of the various springs. All the water is however, now treated with chlorine at some point before it reaches the city, with the result that the water is rendered perfectly sterile before delivery to the consumer:

<u>Springs</u>	<u>Percentage of Gas (24 hours)</u>
Turgeau	3.25
Leclerc	30.75
Chaudreau	54.50
Diquini	56.50

Cities & Towns, Con't.
PORT AU PRINCE, Con't.

601
601-1900

<u>Springs</u>	<u>Percentage of Gas (24 hours)</u>
Plaisance	45.75
Cerisier	55.25

The following is the approximate chemical analysis. The amount are given in parts per million:

Total dissolved solids	280.
Silica (si O2)	20.
Iron (Io)	.10
Calcium (ca)	85.
Magnesium (Mg)	5.
Sodium and Potassium (Na & K)	7.
Carbonate radicle (Co3)	7.
Bicarbonate radicle (Hec3)	0.0
Sulphate radicle (So4)	285.
Chloride radicle (Cl)	5.
Nitrate radicle (No3)	Trace
Total hardness as (Ca CO3)	235.0

Sanitation:

601-2000

Sanitation is good. Sewage is disposed of through the media of Pit latrines; cesspools and water carriages. Water carriage system: For sewage - closed for liquid waste and storm water open and closed. Privies: Pit.

Resources:

601-2100

Practically no food is raised in Port au Prince. Fresh vegetables, fowl, fish, beef, mutton and pigs are brought into town daily by the country people and sold at the following markets: Iron market located at C street between 18th and 19th streets; salomon market located at Faubourg Salomon; Croix des Bossales Market located immediately north of the MacDonald Railroad station; Fort Saint Clair Fish Market located in Fort Saint Clair. Fresh meat is to be had daily as it is brought in on the hoof and killed in central slaughter house. It is then sold to retail dealers. In addition to the above markets a number of small stores sell green and staple goods. Forage: The general forage for animals in Port au Prince is native grass which is cut in the lowlands close by and brought into town in bundles on the backs of donkeys. A small amount of corn can also be purchased for animal forage. No oats are available locally.

Cities & Towns, Con't.
PORT AU PRINCE, Con't.

601
601--2100

Fuel: Charcoal is the fuel most commonly used by the natives of Port au Prince. It is brought into town from the hills and sold quite cheaply. Wood faggots are also used to some extent by the poorer class. Gasoline and kerosine are procurable from the oil companies for use in stoves and lamps.

Public Works:

601-2200

The public works and utilities in Port au Prince are in general the property of the State. The exceptions are the following which are privately owned by the private companies indicated and are operated under permits or concessions granted by the State:

- (a) The Electric Company, known as the Compagnie Eclairage d'Electrique des villes de Port au Prince et Cap-Haitien.
- (b) The Wharf, property of the Haitien Wharf Company.
- (c) The street railway and the railways running to the Cul du Sac plain and to Leogane which are the property of the Cie. des Chemins de Fer de la P.C.S.
- (d) The railway running from the Customs House at Port au Prince to Verrettes which is the property of the Cie. National des Chemins de Fer, known also as the McDonald Railroad Company.

NOTE: (b) and (c) are really owned by the Haitien American Sugar Co.
(a) is owned by the Central Public Service of Chicago; Chase, Harris and Forbes.

Railroads:

601-2300

There are two railroad companies operating out of Port au Prince, namely; Campagnie des Chemins de Fer de la Plaine du Cul du Sac, and the Compagnie National des Chemins de Fer d'Haiti, the latter being also known as the MacDonald Railroad Company.

The Cul du Sac Line: This company has a total of 79 kilometers of track running north and south out of Port au Prince, 34 kilometers of which operate on the Port au Prince - Leogane Line with stations at Port au Prince, Croix des Missions, Croix des Bouquets, Thomazeau and l'Etang; passenger service between Port au Prince and Leogane operates daily, leaving Leogane each morning and returning the same day. Passenger service between Port au Prince and l'Etang runs Sundays, Mondays and Tuesdays for first-class passengers making the round trip the same day. Second-class passengers can travel Wednesdays, Thursdays and Fridays, also making the round trip the same day, except that on Friday there is no return trip, the train returning Saturday.

The National Railroad Co. Operates between Port au Prince and Verettes with stations at Pont Casse, Auguste, Boco, Arcadia, Iuly, Mont Rouis, Boisneuf, Saint Marc, Petite Riviere de l'Artibonite and Verrettes. Mixed train with three passenger coaches leaves Port au Prince for Verrettes on Tuesdays, Thursdays and Saturdays, returning Mondays, Wednesdays and Fridays. Daily service with one first class coach is operated between Port au Prince and Saint Marc, leaving Saint

Railroads: (Continued)

Marc daily at 7:00 A.M., and arriving at Port au Prince at 10:15 A.M. Leaves Port au Prince at 4:00 P.M. and reaches Saint Marc at 7:15 P.M. All trains stop at Source Matelas for water and make frequent stops along the line to take on wood.

Bridges: The Cul du Sac Line has two large bridges on the Momance River and a large dry bridge on the Leogane Line. They also have a large bridge crossing the Grand Riviere in the Plaine du Cul du Sac, and several smaller bridges ranging in length from 20 to 30 feet are to be found on both runs. The National Railroad also has a large bridge crossing from the Grand Riviere with several smaller bridges ranging in length from 30 to 40 feet.

Tunnels: There are no tunnels on either line.

Gauge: The Cul du Sac Line operates on a track of 30" gauge, and the National Railroad on a 42" gauge with a grade maximum of 2-1/2 per cent.

Rolling stock, Plaine de Cul de Sac Company: (Narrow gauge 30").

2	50 ton Locomotives for road service.
3	40 ton Locomotives for road and switching service.
2	Passenger Motor Cars (GMC Motors).
3	Tramway Motor Cars (Dodge Motors).
4	First-class Passenger Cars, 50 passenger capacity.
4	Second-class Passenger Cars, 40 passenger capacity.
4	Box cars, 15 ton capacity.
3	Rack'd cars for firewood, 24 cubic meters capacity.
2	Flat cars, 15 ton capacity.

Rolling stock, National Railroad Co. (42" Gauge track).

4	56 ton Locomotives on the driver, complete with fuel and water tender, weight 100 tons.
1	35 ton Locomotive on the driver, with fuel and water tender weight 65 tons.
2	10 ton Locomotives on the driver, fuel and water tender weight 25 tons.
1	Gas Locomotive, 100 HP, total weight 10 tons.
14	Box cars, 30 ton capacity.
10	Flat cars, 30 ton capacity.
10	Flat cars, 20 ton capacity.
3	Third class coaches, 45 passenger capacity.
3	Second class coaches, 60 passenger capacity.
4	First class coaches, 48 passenger capacity.

The rolling stock of the National railroad is quite old and will soon need replacement.

Cities & Towns, Con't.
PORT AU PRINCE, Con't.

601
601-2300

Railroads: Continued

Fare: Approximately 1-1/4 cents (US) per mile, 1st class.
1 cent (US) per mile, 2nd and 3rd class.

Fuel used: On both lines the locomotives use wood for fuel and the motor cars use gasoline. Locomotives being used for freight and mixed trains and motor used for straight passenger hauls. In addition to the above the Haitien American Sugar Company has several locomotives and a large number of cars for hauling sugar cane, which are of the same gauge as that of the Cul du Sac Company (30").

Busses: Bus lines operate in all directions from Port au Prince on improved roads and pass through the main towns and villages. Most of the busses have a passenger capacity of 20 persons and carry considerable baggage. Chevrolet and Dodge passenger trucks are the most popular. Ordinarily passenger busses operating on the same routes as trains, make better time than the trains.

Personalities:

601-2400

ITALY - Monsieur Alfredo de MATTEIS, Charge d'Affaires de la Legation - Residence: Avenue John Brown and Pétionville - telephone 2229 - Me. de Matteis.

UNITED STATES - Honorable Dana G. MUNRO, American Minister to Haiti - Residence L Street - Telephone Marine Corps #100 - Mrs. Munro.

Mr. John F. McGURK, 1st Secretary of the Legation - Residence Pacot - Telephone: 2939.

Mr. Gerald A. DREW, 3rd Secretary of the Legation - Residence Pétionville - Telephone: 2923.

SAINT SIEGE: Monsignor Joseph FIETTA, nonce Apostolique. Residence: Havana.

Monsignor A. TAFFI, Charge d'Affaires a.i. de la Nonc. Apostolique - Residence: Havana.

GERMANY: Doctor von PULITZ, Envoye Extraordinaire and Ministre Plenipotentiaire - Residence: 1314 Rue de Centre - Telephone: Now on leave in Germany (June 9, 1932).

Mr. Constant BERRMAN, Chancellor.

FRANCE: Monsieur Ferdinand Viet, Minister, E.E. and Ministre Plenipotentiaire. Residence: French Legation.

Mr. Edward BLANC, Secretary.

CUBA: Dr. Victor Luis LOPEZ, Charge d'Affaires - Residence Avenue Magny - Telephone: 2128.

DOMINICAN REPUBLIC: Dr. Henriquez y CARVAHAL, Charge d'Affaires - Residence: Legation, L Street - Telephone: 2327.

Cities & Towns, Con't.
PORT AU PRINCE, Con't.

601
601-2400

Personalities (Continued)

<u>COUNTRY:</u>	<u>NAME:</u>	<u>RANK:</u>
Allemagne	J.C. Zitelman	Consul
Belgique	Raymond d'Adesky	Consul
Bolivie	G. de Lespinasse	Consul
Bresil	Justin Mevs	Consul
Chili	Jules Phipps	Consul (Tentative)
Costa Rica	Jules Phipps	Consul (Tentative)
Cuba	R.M. y Marin	Consul General
Dominican Republic	H. y Garvahal	Consul General & Cd'A.
Danemark	G.F. Madsen	Consul General
Equateur	Jules Phipps	Consul General
Empire Brittanique	Edmund D. Watt	Consul (Acting)
Espagne	Alfred N. Cooke	Consul
Etats Unis	Donald R. Heath	Consul
Etats Unis	M.A. Colebrook	Vice Consul
France	Ferdinand Wiet	Consul
Guatemala	Jules Phipps	Consul (Tentative)
Honduras	Jules Phipps	Consul (Tentative)
Italie	A. de Matteis	Consul
Liberia	Raoul Rozier	Representative
Mexique	G. de Lespinasse	Consul
Nicaragua	R. Roney	Consul
Norvege	Lief Froen	Consul
Panama	Jules Phipps	Consul (Tentative)
Netherlands	Robert Stark	Consul General
Peru	Alphonse Haynes	Consul
Portugal	L. Guerin	Consul
Sweden	Maurice Cheriez	Consul General
Uruguay	Rafael Brouard	Consul
Monaco	V. Comeau Montasse	Vice Consul
Czechoslovakia	A. Lajat	Consul
Greece	Richard McGuffie	Consul
Venezuela	Frank J. Martin	Consul

The following is a list of the most prominent people in
Port au Prince:

Charles Rouzier	Leonce Borno	George de Lespinasse
George Baussan	Leonce Qualo	Seymour Pradel
George N. Leger	Abel N. Leger	Franck J. Martin
Evremond Carrie	Antoine Gebara	Michel Khouri
Paul Axila	George Magloire	Clement Magloire
Camille Leon	Frederic Duvigneaud	Charles de Delva
Edmond Managones	Louis Callard	Ernest G. Chauvet
Elie Lescot	Robert Stark	Edmond Laporte
David Jeannot	Leon Alfred	Emmanuel Rampy
A. Bolte	Charles Moravia	J. W. Thomsen

Cities & Towns, Con't.
PORT AU PRINCE, Con't.

601
601-2400

Personalities (Continued)

Richard Widmaier	Dr. Rulx Leon	W. F. Voorhies
Dr. Justin Dominique	Lepelliter Jeannot	J. Edgard Fanfant
Auguste Turnier	Charles Fombrun	Pierre Hudicourt
Placide David	Rene T. Auguste.	

Newspapers:

601-2500

Haitien newspapers are of very limited circulation, ranging from 250 to 3600 in circulation. Only one paper in Port au Prince carries cable news. The bulk of the contents is given to lengthy editorials, installments of serials, letters from readers and ancient history. The newspapers printed in Port au Prince are:

<u>GOVERNMENT</u>	<u>INDEPENDENT</u>	<u>MILD ANTI-GOVERNMENT</u>	<u>ANTI-GOVT.</u>
L'Action National	Le Temps	Le Pays	Courrier-Haitien
Haiti-Journal	Le Matin	La Libre Tribune	La Bataille
L'Eveil	Le Nouvelliste	L'Opinion	
	L'Appel		
	Oedipe		
	L'Elan		

With the exception of the papers Le Pays and L'Opinion, all local papers are Anti-Occupation.

In addition to the above papers the Government publishes Le Moniteur, a strickly official paper which publishes official news only. It is scheduled to appear twice weekly but often misses an entire week. Le Nouvelliste with 3600 circulation has the largest issue of any local paper. LeCourrier-Haitien publishes spasmodicall at this time and, of the most part, its copies are issued free.

Topography:

601-2600

The city of Port au Prince lies at the mouth of the Cul du Sac Valley. The valley being ten miles wide at its mouth and lying between two mountain ranges. One on the north and one on the south, averaging 4000 feet in altitude. The valley lies to the north and east of the town and is very level, being only a few feet above sea-level the entire distance to the Dominican Border. About 18 miles east of the city are two salt lakes. There are three principal highways leading into the city of Port au Prince, one from the north one from the east and one from the west. These highways are kept in good condition and can bear traffic without injury to the road-bed up to five tons. The bridges are capable of bearing safely a load up to eight tons. There are numerous trails leading into the city from the valley, extending five or six miles into the valley. The three roads leading into the city are as follows:

Topography: Continued

- (a) Port au Prince north to Bon Repos where the highway branches, one road following the sea to Arcahaie, Saint Marc, Gonaives and Cape Haitien; the other turning eastward and passing by Mirebalais, Las Cahobas and Hinche.
(b) Port au Prince to Petionville and Kenscoff.
(c) Port au Prince to Leogane, Jacmel and Aux Cayes.

Roads (a) and (c) are crushed rock with clay surface and 24 feet wide, suitable for motor traffic all the year round. They are kept in good condition generally, although occasionally after heavy rains they are impassable where streams are to be forded.

Road (b) to Petionville is macadam and well constructed. From Petionville to Kenscoff it is of crushed rock and is passable even in the rainy season.

TABLE OF DISTANCES:

The distance by improved roads from Port au Prince to other important towns in Haiti, follows:

From Port au Prince to Arcahaie	48 kilometers
Saint Marc	100 "
Gonaives	180 "
Cap-Haitien	281 "
Ouanaminthe	354 "
Mirebalais	55 "
Las Cahobas	78 "
Hinche	127 "
Belladere	106 "
Croix des Bouquets	15 "
Leogane	36 "
Jacmel	95 "
Petit Goave	72 "
Aux Cayes	209 "

There are two railroad companies operating out of Port au Prince, (See article 601-2300).

Cables:

601-2700

The All American Cable Company is the only cable company operating in Haiti.

The cables of this company run to Guantanamo Bay, Cuba, thence to New York. This company has three cables running south from Guantanamo Bay, Cuba. The Port au Prince Station is known as PP and the Guantanamo Bay station as FP. There is also a cable to Cape Haitier which connects with New York. The cable between Port au Prince and Cape Haitien is not used as communication is maintained through telegraph and telephone.

Cities & Towns, Con't.
PORT AU PRINCE, Con't.

601
601-2800

Telephone and Telegraph:

The Telegraphe Terrestres, owned and operated by the Haitien Government as one of the services of the Direction Generale des Travaux Publics, furnishes the local telephone service and telegraph service throughout the entire Republic. The local telephone system of Port au Prince is automatic with installed exchange capacity of 1400 lines with 1700 pairs in the cable system. Larger size cables are underground with aerial tributary cables attached to poles of the local electric light company. There are 1150 telephone poles now in use in Port au Prince.

The United States Marine Corps has installed and operates a local magneto telephone system in Port au Prince, available for members of the Occupation, only. The distribution lines of this system are aerial cables. The Telegraphe Terrestres and the Marine Corps systems are interconnected.

The long lines of the Telegraphe Terrestres, the circuits of which are used for long distance telephone and telegraph, connect Port au Prince with all important cities and villages of the Republic. There are 44 offices connected to this inter-urban Telegraph Telephone system. Cresosoted southern pine poles 20 feet long are used for main lines and 18 foot native wood poles are used for the secondary lines.

Radio:

601-2900

The following radio stations are located in or around Port au Prince:

U.S. Naval Radio Station

Situation:	Port au Prince
Call letters:	NSC Power 2KW
Frequencies:	600 Kc; 355 kc; 132 kc; 108 kc; 545
Hours	24
Sched. Ships at sea	0630: 1000: 1230: 1930: 2200. 10 min periods

This schedule will probably cease 1 July, 1932, when RCA Station is due to open.

USMC. Radio Station

Situation:	Cape Haitien, Haiti
Call letters:	MP Output 500 W
Frequency:	355 kc
All messages handled through NSC.	

HAITIEN GOVERNMENT Broad casting Station at Port au Prince:

Call Letters:	HHK
Official broadcasting station for the Haitien Government.	
Frequency:	325.9 meters. 920 kc
Power:	1000 watts
Hours of broadcasting:	2000 to 2100 each Friday.

Cities & Towns, Con't.
PORT AU PRINCE, Con't.

601
601-2900

Radio: Continued)

RADIO CORPORATION OF AMERICA:

Location:

Port au Prince, B St at 16th.

Scope:

Entire World through New York.

Call Letters (Present)

HHA - 16040 kc.

HHM - 8020 kc

Call letters: after 1 January, 1933:

HHG - 11540 kc

HHO - 5770 kc

HHP - 4460 kc

HHQ - 2230 kc

This station is due to open about 1 July, 1932, and will relieve the U.S. Naval Radio Station of commercial ship's work.

PAN AMERICAN AIRWAYS:

Location:

Port au Prince.

Call letters:

HHP

Wave length:

32 and 52 meters.

Work planes of the PAA enroute to Port au Prince, Miami, San Juan, San Pedro de Macoris and Havana on schedules.

Receives commercial messages while planes are in flight.

Frequency is subject to change.

Output:

150 w.

Range unlimited during the night.

Clubs:

601-3000

CERCLE BELLEVUE (Bellevue Club). Situated on "P" Street near 7th. Highest ranking social club in Port au Prince. For gentlemen only. Hold monthly meetings. Military people are allowed but must necessarily attend in mufti. Membership extended to Haitians and foreigners. Is careful in selecting members, therefore hard to join. Purely social.

President

Georges Daussan

Vice President

Volme Rouzier

Treasurer

Luc Chaney

Secretary

Luc Chaney

Council

Ed. Mathon, Leon Bazalais, Emile Rouzier, Richard McCuffie.

Prominent Members

Georges N. Legere, Seymour Pradel, Ernest G. Chauvet, Ed. Esteve, Fred-eric Duvigneaud.

CERCLE PORT AU PRINCENNE (Port au Prince Club) Situated on K St at 9th. Purely social club for gentlemen only. Foreigners accepted to membership. Military must necessarily attend in mufti but are accepted as members. Many people belong to both the Bellevue and Port au Prince Clubs. Sponsor accepts responsibility for any act committed by member nominated by him. Visitors welcome. Not considered on as high social scale as the Bellevue Club.

Cities & Towns, Con't.
PORT AU PRINCE, Con't.

601
601-3000

Clubs: Continued

President
Vice President
Secretary
Treasurer
Committee

Albert Etheart
Mr. St. Cyr.
Philippe Lafontant
Leon Menos
Carlos Jaeger,
Maurice Cheriez,
Edward Lespinasse.

Prominent members, same as Bellevue Club.

MARIANI CLUB: Sporting and social club located about five miles south of Port au Prince on the Leogane Road. Foreigners admitted to membership. Military accepted but must necessarily attend in mufti. Frequented by tennis players not members of the American or Petionville Clubs. Membership is gradually decreasing.

President
Vice-President
Secretary
Treasurer
Committee

George de Lespinasse
Seymour Pradel
Dr. B. Ricot
W. Hirsch
W.H. Williams;
Ch. van Waterschoot.

Prominent members: See above list of officers.

UNION CLUB: Political Club housing the National Progressive Party Founded by Louis Borno (President of Haiti, 1922-1930). Accepts military. Has no foreign members as yet. Holds Sunday Morning dances. Not very prominent. Located on 8th St. just above "E".

President
Vice President
Secretary
Treasurer
Councillors

Clement Magloire
Leon Laleau
Antony Lespes
Michel Beauvior
Dr. J. Bateau,
Dupont Day,
H. Tippenhauer.

Prominent Members: See list of officers - Camille Leon.

INTERNATIONAL ATHLETIC CLUB: Located on John Brown Avenue near Avenue William H. King. A social and sporting club open to all nationalities, except perhaps Chinese. Military uniform permitted on the occasion of grand balls, otherwise civilian clothes imperative. Visitors welcome. Foreigners nominated for membership must be endorsed by one of their own nationality.

President
Vice President
Treasurer
Secretary
Committee

J. Belcy
W. de Wendt
H. Stines
Odilon Charles
Dr. Martin, Dr. Bas-
tin, W. Quinton
Williams, J. Periera.

Prominent Members: See list of officers
of club.

Cities & Towns, Con't.
PORT AU PRINCE, Con't.

601
601-3000

Clubs: Continued

SYRIAN COMMERCIAL CLUB OF PORT AU PRINCE: Founded for Syrian colony. Americans welcome at large parties. Located on Avenue Charles Sumner. Purely social. Officered by Michel Khouri. Prominent members are all leading Syrians.

AMERICAN CLUB OF PORT AU PRINCE: Located in Turgeau and is a social club open to members of the Occupation, the American Colony and foreigners residing in Haiti.

COLONY CLUB OF PORT AU PRINCE: An organization of the ladies of the American Club with headquarters in the American Club.

GOODWILL CLUB: A social club located in the Champ de Mars organized by enlisted men of the USMC and USN serving in the Garde d'Haiti.

PORT AU PRINCE GOLF CLUB: Located on the USMC Aviation Field. A golf club organized for members of the foreign colony of Port au Prince.

Aviation Field:

601-3100

An excellent Aviation Field lies on the north side of Port au Prince with one side bordering the Port au Prince - Bon Repos highway. This field is rented by the U.S. Marine Corps who have erected hangars and machine-shops thereon, capable of handling a squadron. Adjacent to the Marine Aviation Field is the Pan-American Airways Field. This field is not in use at the present time due to the exclusive use of seaplanes by the company.

Seaplane Anchorages:

601-3200

Seaplane landings may be effected in the Harbor of Port au Prince during almost any weather, and there are numerous buoys in the vicinity of the pier of the Pan-American Airways pier which is located about 1500 yards south of the Haitien Wharf. One of the buoys is attached to a 5000 pound anchor. The PAA Company pier is an excellent mooring place for seaplanes.

GARDE DISTRIBUTION OF THE DISTRICT OF CASERNE DARTIGUENAVE:

Garde Distribution:	9 Officers	299 men
Headquarters, District of Caserne Dartiguenave	2 Officers	
12th Company	1 Officer	84 men
Barracks Detachment	4 Officers	93 men
Palace Band	2 Officers	52 men



PORT DE PAIX
K8-A-22-B SCALE
Alt. 10000 10,000



PORT-DE-PAIX:

Garde d'Haiti Distribution:

The District of Port-de-Paix comprises the following sub-districts and outposts of the Garde d'Haiti:

	<u>Officers</u>	<u>Men</u>
District Headquarters (Port-de-Paix)	3	
Sub-District of Port-de-Paix	1	48
Outpost of St. Louis-du-Nord		4
Outpost of Anse-a-Foleur		4
Outpost on the island of La Tortue		4
Outpost of Bassin Bleu		3
Sub-District of Jean Rabel	1	11
Outpost of Mole St. Nicolas		3

Importance:

601-100

Port-de-Paix is located on the northern coast of Haiti, about 45 miles airline northwest of Cape Haitian, and about 40 miles airline NE of Cap-du-Mole. The elevation of the town is from sea level to about 40 feet above at the old fort on the west end of the town. This is the only seaport between Cape Haitian and the port of Gonaives, and ships of all the steamship lines, that put in at Cape Haitian, Gonaives, or St. Marc, make Port-de-Paix a port of call.

Population:

601-200

The population of the town of Port-de-Paix is estimated to be between 5,000 and 9,000 people, including about 100 foreigners: Syrians, French, English, Americans, Germans, and Dominicans. The population for the Commune of Port-de-Paix is estimated to be about 50,000, including nearly 500 foreigners, of the nationalities mentioned. Most of the business enterprises are carried on by foreigners, the native population being generally engaged in politics or in such manual labor as may be necessary to the carrying on of their existence, generally farming or the gathering of crops on a small scale. The natives are very dark in color, with very little mixture of other races except in the town proper.

Hydrography:

601-300

The coast line of Port-de-Paix is of sand and gravel, with the harbor rather open and unsheltered from the trade winds. The bay is about 600 yards wide between reefs extending off each entrance point, and with the island of La Tortue lying off shore to the north and northeast, about 5 miles distant. The water of the harbor is very deep. The harbor bottom is sandy, and is termed a good anchorage by seamen. Steamers can enter to within about 500 feet of the dock. The Customs House, which is painted gray, and which is situated on the water front near the wharf, can be seen from a great distance.

Cities & Towns, Con't.
PORT-DE-PAIX, Con't.

601
601-400

Anchorage:

See "Hydrography, 601-300" above. As many as five or more steamers can anchor in the harbor at one time. However, the harbor gets quite rough at times, especially during a west wind due to the lack of shelter.

Wharves:

601-500

The wharf at Port-de-Paix is of wood, and is about 100 feet long by 18 feet wide, and extends about 4 feet above the water. The water alongside the wharf is about 9 feet deep at low tide, and about 11-1/2 at high tide. There are no cranes available for loading purposes, and the wharf is badly in need of repairs or rebuilding, and is seldom used for this reason.

Harbor Craft:

601-600

There are about 30 lighters available in the harbor with a capacity of about two tons each. These are sculled by natives. There are about twelve sailing vessels in the harbor, generally used for fishing purposes, and for coastwise trade. A 24-foot motor sailor, owned by the Garde, is located at Port-au-Paix, but is now in storage, due to the lack of sufficient appropriations for its maintenance and operation.

Landings:

601-700

Landings could be made by small boats at any part of the harbor, unaffected by the tide. Small boats can come to within 5 feet of the beach. If not attacked from the city, landings could best be effected in the vicinity of the wharf. The beach is sandy. The usual winds prevail from the NE. and have no great effect due to the location of the island of La Tortue, but, with a W wind blowing, landings would best be made on the W side of the town. Battleships usually anchor out about 1-2 mile. Landing parties could be protected by the ships' secondary batteries, and no defense may be expected except rifle fire.

Fortifications:

601-800

Five forts of ancient vintage, and in a state of ruins, having no real military value, are located about Port-de-Paix. They are located as follows: The Fort of Trois Pavillons to the south-east, the Fort des Peres to the east, Fort Laveau to the southeast, Fort Pageotte to the south, and the powder mill at the location of the Garde Barracks of St. Louis-du-Nord. Another known as Grand Fort is on an elevation in the western part of Port-de-Paix.

Climatology:

The mean annual rainfall for Port-de-Paix extending over a period of ten years is 89.15 inches, with the rainy season extending from September to February. The mean average temperature for Port-de-Paix for the past five years has been 79.88 degrees F. The temperature ranged during the fiscal year 1930-31, from an absolute maximum on October 1st of 100.04 degrees F., to an absolute minimum of 63.86 degrees F., on January 31st, February 19th, and March 29th. The hottest season of the year occurs during the months of May, June, July, August, September and October.

Industries:

601-1000

The only factories in Port-de-Paix are small and of little importance. One is an ice plant operated by a private concern, and the other is a bottling plant for native made non-alcoholic beverages such as soda, Kila Champagne, etc. There are no electric light plants, except about nine Delco plants installed in private homes, and no gas plants or other public utilities.

Commerce:

601-1100

The principal exports are coffee to France and Belgium, logwood, cacao and bananas to the United States, while the principal imports are manufactured articles, such as canned foods, polished rice, flour, codfish, soap, and building materials, and are obtained for the most part from the United States. The leading exporters of Port-de-Paix are F. Maurrasse and I.J. Bigie.

Streets:

601-1200

The streets in the town are from 15 to 20 feet wide, and run in a general direction from north to south, and from east to west. They are of dirt construction, and, in some instances, have a concrete surface, though the most have a surface covering of crushed rock and gravel. The commercial section is near the waterfront with some of the merchants living about their places of business.

Buildings:

601-1300

The majority of the houses are frame structures, plastered with a mixture of lime, mud and cement, with a few of the larger buildings made of cement.

The Garde Barracks is of cement construction, and could accommodate about 100 men. The building is divided up into offices, storerooms, sleeping quarters, kitchen and mess hall and a bathroom with a prison nearby. Running water is piped to the barracks building.

Five hundred other men could easily be accommodated in other buildings about the town such as the Church and warehouse.

Cities & Towns, Con't.
PORT-DE-PAIX, Con't.

601
601-1600

Buildings: Continued

Camp sites are available nearby on land offering good drainage facilities.

Hospitals:

601-1700

The hospital in Port-de-Paix, with a bed capacity of 41, is operated by a staff of 19 members of the National Public Health Service of Haiti. A temporary morgue, laboratory and pharmacy, and an isolation ward are located in the hospital grounds. This hospital is equipped with a Delco plant furnishing electric lights, and current to an electric refrigerator, as well as a motor operating a water pump at the springs nearby. This private supply of water is piped to different parts of the hospital building.

Transportation:

601-1800

There are no railroads or streetcars in Port-de-Paix or vicinity. During the past year 3 public (passenger carrying) automobiles, 10 trucks, and 22 privately owned automobiles were licensed in the District of Port-de-Paix. A few wagons, and a few ox carts are in use. However, here, as elsewhere in Haiti, horses and small native donkeys or bourriques are numerous, though in poor physical condition.

Water Supply:

601-1900

Water is obtained from three springs south of Port-de-Paix and led through an uncovered aqueduct to a reservoir located about 1,150 feet nearer town, and from here flows through 2 inch pipes to the town, furnishing water to the Barracks and Prison, and to a fountain in Park Capoxi La Mort in the town. These springs have an output of 60 gallons of water a minute.

Personalities:

601-2400

The most important persons in Port-de-Paix are: Alix Tiphaine; Charles L. St-Amand; Elzevir Brutus; Jean Zacharie Thomas; George Thevenot; Othello Belizaire; Victor Poitevein; Rene L. Thevenot; Ernest Sylvain; Gustave Lazarre; Turenne St-Juste; Nathan Lhomme; Emmanuel St-Vil; Benoit Poux; Louis Poux; Dr. Henri Lanoue; Toussaint Marseille; Jude Villard; Fernad Paraidis; Pierre Ainsoiri; Archimede Beauvior; Lacroix Benoit; Alfred Jacques V. Louis; Poitevein McDonald; Athanasd Auguste; Leonce Lubin; Raoul Joseph; Eugene R. Eldiew; Lamontagne A. Jacques; Danton Francois; Jean-Jacques; Frederic; St. Martin Achille; Dellile Desmangles; I. Cogne Auguste; Andry Tassy; Joseph St-Aude; Jean-Baptiste Appolon; Talleyrand Edmond; Anaclet Eugene; Carmel Garcon; Minet Gurrier; Leon Francois; Dulia Herthoumieux; Jean-Jacques Tales; Elie St-Phar;

Personalities: Continued

Alberic Louis Pierre; Elie Legros; Alexandre Tassy; Ignace Celestin; Emmanuel Gauthier; Cleomen Bastien; Cadet Dessources; Blondel Brutus; Emmanuel Vassor; Vincent Felix; Antoinin Arthur; Talms Guerrier; Anthes Bazile; Offrane Poux.

Topography:

601-2600

The District of Port-de-Paix covers the entire northwestern portion of Haiti, including the island of La Tortue. It is bounded on the North by the Atlantic Ocean, on the West by the Windward Passage, on the South by the Gulf of Gonaives, and the District of Gonaives, and on the East by the Military Department of the North.

This district is about 50 miles long, and about 30 miles wide, and has an area of about 975 square miles.

Piton, with an altitude of about 4,900 feet, is the highest peak in the district, and is located southeast of Port-de-Paix. The mountain chain of St. Nicolas extends through the northwestern peninsula from the vicinity of Port-de-Paix to Mole St. Nicolas.

The Trois Rivières is the largest river in the district. It has its source in the mountains near Limbe, and empties into the ocean just west of Port-de-Paix. The Moustique, the Coma, the Saical, the Jean Rabel, the Cote-de-Fer, and the Mole St. Nicolas rivers are all small, having their source in the Chaine de Saint Nicolas mountains, and empty into the Atlantic Ocean to the north, while the Riviere de Henne and the Anse Rouge River have their source in the same mountains, but flow in a general southerly direction and empty into the Gulf of Gonaives. During the dry season, these rivers are usually dry, and, not being navigable at any time of the year, are unimportant except for the fact that, during the rainy season, they often hinder or obstruct traffic for hours or days at a time.

The four roads in the district extend as follows: The road from Port-de-Paix to Gonaives, is maintained in fairly good condition and passes through Bassin-Bleu and Gros Morne, connecting with the Gonaives - Emnery Road at a point about midway between Gonaives and Les Porteaux. It follows the general course of Les Trois Rivières between Gros Morne and Port-de-Paix. Another road extends from Port-de-Paix to St. Louis-du-Nord Road, and, is suitable for automobile traffic. The third road, which is really an extension of the Port-de-Paix - St. Louis-du-Nord Road, extends to Anse-a-Foleur, and is little suited for automobile traffic, in view of the fact that it has not been kept in repair. The fourth road runs from Port-de-Paix to Jean Rabel, passing the Trois Rivières, the Moustique, the Coma and the Saical, and then continues on to Mole St. Nicolas after passing the Jean Rabel and Cote-de-Fer Rivers. This road is now unfit for automobile traffic, as, due to the lack of appropriations, no repair work has been done on it for a long time.

Trails extend throughout the district, and are suitable only for pedestrians, and animals.

Cities & Towns, Con't.
PORT-DE-PAIX, Con't.

601
601-2600

Topography: Continued

By road or trail, it is approximately 49 miles to Gonaives, 28 miles to Gros Morne, 8 miles to St. Louis-du-Nord, 25 miles to Jean Rabel, 65 miles to Bombardopolis, 71 miles to Baie-de-Henne, and 52 miles to Mole St. Nicolas, from Port-de-Paix.

Telephone and Telegraph Lines:

601-2800

A telephone office, with a switchboard, is maintained in Port-de-Paix, operated by the Public Works Department, and lines lead to the various towns throughout the republic. There are fourteen subscribers to the system in Port-de-Paix, including the telephones located at District and Sub-District Headquarters of the Garde d'Haiti.

Aviation Flying Fields:

601-3100

An aviation flying field is kept cleared by the Garde d'Haiti at Port-de-Paix, and Marine Corps planes use this field regularly. However, due to its low elevation above sea level, it is often impossible to land on this field during the rainy season.

Hydroplane Anchorages:

601-3200

Hydroplanes would be able to land in the Harbor of Port-de-Paix except during stormy weather.



K9A-85 SCALE $\frac{1}{7200}$
Alt. 7200



K8184 - Scale 7000
Alt. 7000

PORT SALUT:

The town of Port Salut is situated on the southern coast of Haiti, about 15 feet above sea level, and has a population of approximately 1000 people. There is an outpost of the Garde, consisting of three enlisted men, stationed here. The Port Salut River flows through the town and empties into the Caribbean Sea, and the water supply of the town is obtained therefrom. This water should be boiled for drinking purposes. Port Salut is located west-northwest of St-Jean du Sud; southwest of Torbeck and southeast of Roche a Bateau. It is about 10 miles by trail to the latter town. One road leads from the town, an auto road, and leads through Torbeck to Aux Cayes a distance of about 23 miles. Numerous small trails lead into the interior. The town is of small importance, and the majority of the inhabitants, who are uneducated blacks are engaged in farming on a small scale and operating small stores. The Garde Barracks and the Church, which are of masonry, are the only buildings in the town which are not of plastered frame construction, and the houses other than the two mentioned have either metal or thatched roofs. The Garde Barracks could accommodate about 15 men. A camp site, without shelter, could be located on the site of the present open market, which is in the center of the town, and this would accommodate about 40 men. The only telephone in town is in the Garde Barracks, and is for general use. The mean average daytime temperature is 89 degrees F., and that of the night is 70 degrees. The mean average annual rainfall is 47 inches. The most important inhabitants are: Max Darbouse - Farmer and Jean-Baptiste Delerne - Surveyor.

ROCHE A BATEAUX:

601

The town of Roche a Bateaux is situated in a plain on the southern coast of Haiti, at an elevation of three feet above the level of the sea, and has a population of about 900 people. There is an outpost of the Garde consisting of two enlisted men stationed here. It is an unimportant town and the majority of the inhabitants are uneducated blacks. There are no streets, and no roads leading out of the town. It is 10 miles southeast by trail to Port Salut, and three miles northwest to Les Coteaux, also by trail. The Garde Barracks and the Church are concrete buildings, all other buildings in the town are plastered frame structures. The one telephone in the town is in the Garde Barracks, and is for general use. The Barracks could accommodate 15 men. Camp site which would accommodate 40 men could be located in the open market place. The average daytime temperature is 85 degrees Fahrenheit, and the night temperature averages 70 degrees. Water is obtained from the Roche a Bateaux River, and should be boiled before drinking.

The most important citizens are: Emmanuel BUTEAU, lawyer; Theo. BOIS, farmer; Jean BEAUDUY, Surveyor; Arthur VIAUD, merchant, and Corneil TESSONO, farmer.



ROSENAX
K8A-71-SCALE 5000
Alt. 2000



Alt. 8000
K8-A-23 3175
PAON OF SIUOTIS

ROSEAUX:

The village of Roseaux is located in a plain on the northern coast of the southern peninsula, about 10 miles east of Jeremie, with Roseaux River, about half a mile to the west flowing into the Gulf of LaGonave. The elevation is about 10 feet above sea level, and the population numbers about 400 uneducated blacks, and is of no importance. Water is obtained from the river and also from wells in the town, and should be boiled when used for drinking purposes. The one street in the town runs north and south and is in a very poor condition, due to neglect. One road, about 10 miles long leads to Jeremie, and is impassable, save in the dry season. Corail lies 15 miles to the east by trail. The small plastered frame buildings are unsuited for the billeting of troops. There is an outpost of the Garde, consisting of two enlisted men, and they are quartered in a barracks which could accommodate 15 men. A camp site could be established on the site of the open market which is located on dry level land. The inhabitants are engaged in fishing, farming and the operation of small stores for trade with the peasants. The average daily temperature is 88 degrees Fahrenheit and at night 70. The most important men in the town are Philippe WILLY and Cameau MERCURE.

SAINT LOUIS DU NORD:

601

Saint-Louis-du-Nord is a small town of approximately 250 inhabitants, built just a little above sea level, on the north coast of Haiti, 8 miles east of Port de Paix. It is between the Riviere St-Louis on the east, and the Little River to the west. The town is surrounded to the east, south and west by mountains. The few unimproved streets of the town are laid out in a fairly rectangular fashion, running generally, east to west, and north to south. There is no commercial section. The few stores and few foreigners are scattered throughout the town. The outpost of the Garde, composed of three men is housed in a concrete barracks, which could accommodate 20 men. All other houses of the town are of the thatched native hut type. Camp sites for approximately 100 men could be located on the outskirts of the town. Water is obtained from the nearby rivers and must be boiled before drinking. Cattle, goats, native fruits and vegetables are abundant at all times; charcoal is obtainable in small quantity, and wood for fuel is abundant; grass for forage is always abundant. There is a telephone in the Garde Barracks with connection to Port de Paix. The rainy season extends from October to February, and mosquitos are terrible during this season. Malaria, syphilis and yaws are the most prevalent diseases. The population is principally black, with a scattering of mulattos, and a very few foreigners. A few of the inhabitants engage in fishing, but the remainder engage in farming and cattle raising. There are no industries. The most important citizens are: Zacharie GAYOT; Sully COLAS; Alfred WILLIAMS; Nathan CAYOT; Anaclet CADET; Domingue Dieudonne; Juste LEVROS; Marmontel CADET; And Decree TELFORT; A Debrune JEUNE; Emmanuel BERNATEAU; Charles ELIZEE; Michel BERNATEAU; Silencieux WILLIAMS; Cyrille BERNATEAU; Pean LAMARTINE; Jacques-SIMON; Louis M. MOREAU; Success ALEXIS; and Walter POUX.



ST. MARC
KB A-11-1 SCALE
10000
alt 10000



ST. MARC
KBA-11-2 SCALE 1
Alt. 10000 10000

SAINT MARC:

601

<u>Garde Distribution:</u>	Officers	Men
District of Saint Marc, as follows:	6	96
Hdqrs. Dist. of Saint Marc	4	
Sub-District of Saint Marc	1	62
Outpost of Grande Saline		3
Outpost of Desdunes		3
Sub-District of Petite Riviere	1	16
Outpost of Dessalines		3
Outpost of Perodin		3
Outpost of Les Verrettes		3
Outpost of La Chappelle		3

Importance:

601-100

Saint Marc is located on the western coast of Haiti, about 25 miles south of Gonaives, and 65 miles northwest of Port au Prince. It is the headquarters of the District of Saint Marc, and the principal town of the Arrondissements of St-Marc and Dessalines. There are 5 officers and 62 enlisted men of the Garde stationed in the town. Possession of the town would block all vehicular traffic between Port au Prince and Gonaives. It is the only seaport between Port au Prince and Gonaives, and is on the railroad line running from Port au Prince to Verrettes.

Population:

601-200

The population for the district is estimated by the clergy to be about 61,200, while the population of St Marc is estimated at 6,000, of which 60 are foreigners, principally Germans, French and Syrians.

Hydrography:

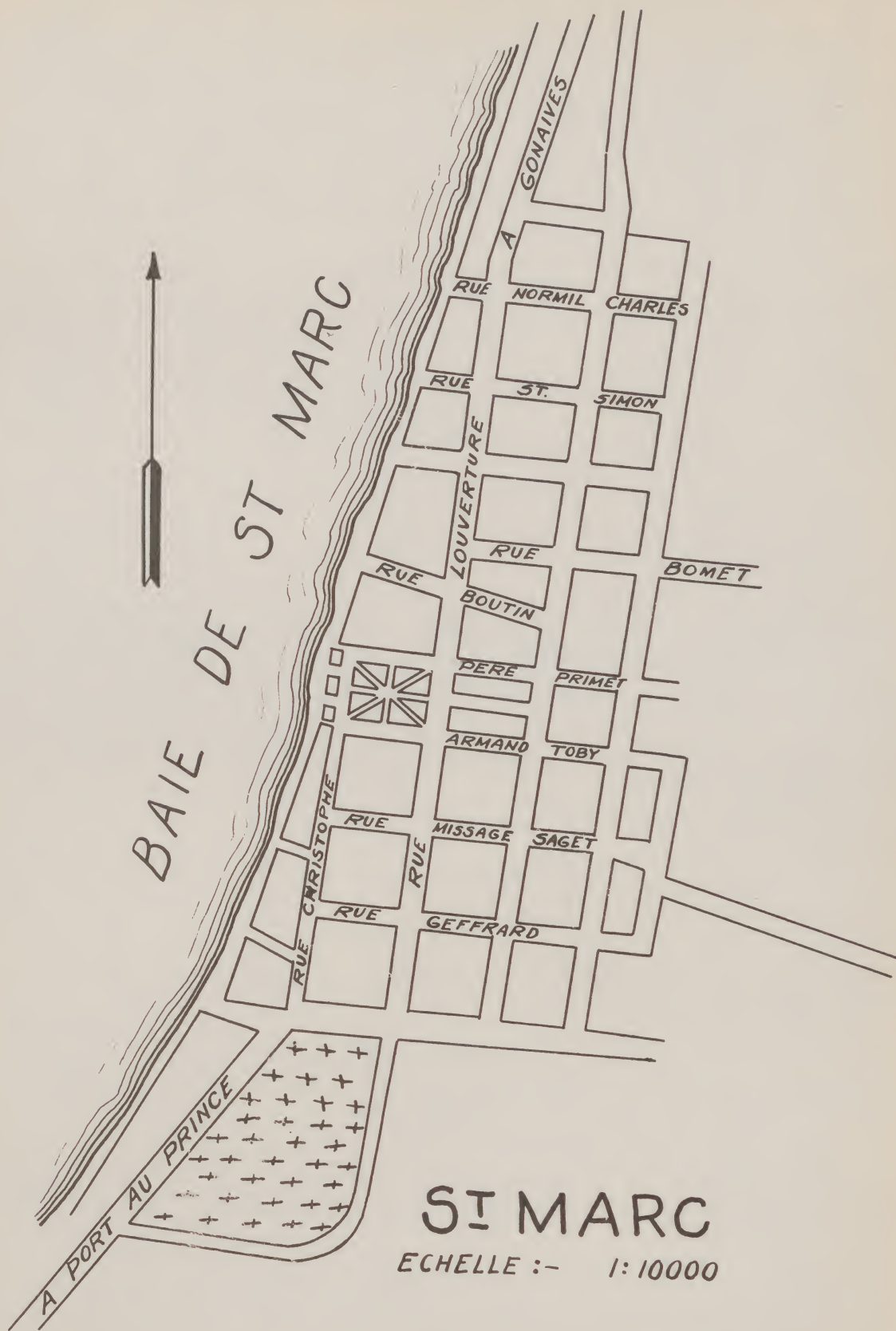
601-300

St-Marc is at the foot of a "U" shaped bay, which opens to the west. Along the sides of the bay, the rise of the land from the water's edge is very steep. At the portion of the shore where the city is located, the rise is more gradual. The harbor is deep and open. The largest vessels will find ample depth of water, anywhere in the bay, up to 100 fathoms from the shore. Freighters usually anchor from 30 to 40 fathoms off the customs house, in about 8 fathoms of water.

Anchorage:

601-400

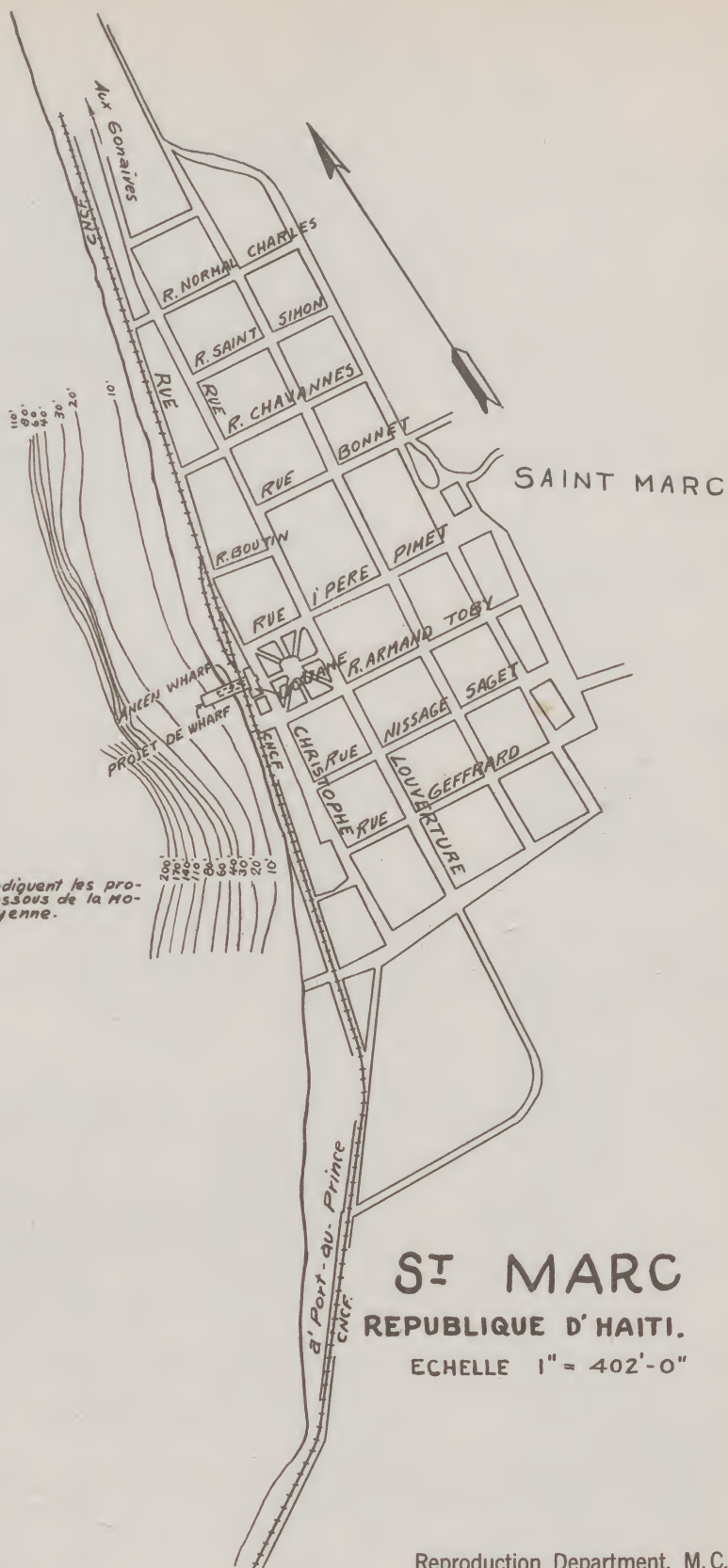
The Port of St-Marc is quite navigable, but a trifle dangerous at low tide, due to the presence of reefs at the entrance to the harbor. Attention is invited to the fact that the harbor is open to northwest winds, which at times are violent. The bottom is mud, sand



ST MARC

ECHELLE :- 1:10000

Les courbes indiquent les profondeurs du dessous de la mer basse moyenne.



ST MARC REPUBLIQUE D'HAITI.

ECHELLE 1" = 402'-0"

Reproduction Department, M. C. S.

Cities & Towns, Con't.
SAINT MARC, Con't.

601
601-500

Wharves:

601-500

There is a concrete wharf at the geographical centre of the town. This wharf is 110 feet by 50 feet wide, and about five feet above the water, with about 10 feet of water at the outboard end. The tracks of the National Railroad cross the land end of the dock. There is a hand operated crane, capacity 450 lbs., located at the end of the dock.

Harbor Craft:

601-600

There are 11 flat-bottom freighters of about 20 ton capacity in the harbor, sculled by hand, by natives. There is also one small motor boat and a few small fishing (sail) boats.

Landings:

601-700

Military landings could be effected anywhere from a point 1/2 mile north of the Customs wharf to a point about 1 mile south of the wharf.

The beach is of gravel, and has a very abrupt slope. Landings could be made at any stage of the tide.

On days when there is a very strong wind from the west or northwest, it would be impossible, or very dangerous to effect a landing.

About 40 fathoms off the wharf. (See 601-300)

Owing to the wide extent of the beach where landings are possible, and the fact that the city is located right on the water front, an effective defense against a landing would be very difficult. If no defense in force is encountered, the landing would best be made just south of the Customs wharf, where the masonry building on the water front (Railroad Station, Customs Storehouses, City Hall, and Bank) would, after having been rendered untenable to the defense by supporting fire from the secondary batteries of the ship or ships covering the landing, offer cover for the landing force. If a defense in force is encountered, a feint might be made towards a point at or north of the Customs wharf, and the actual landing made some distance south of the town. The road south of the town is close to the beach, and covering fire on this road from ships in the harbor could greatly hamper any attempt of the defensive forces to oppose the actual landing. After the landing was completed, the landing force could move into the town along the road and railroad track, keeping its left flank on the beach in visual communication with the covering ship or ships.

Fortifications:

601-800

There are no fortifications of any modern military value. 3 old forts constructed in or about the time of the French colonial days are located about the city. Fort Diamant, at the northern part of the city; Fort Blockhouse to the NE of the city and Fort Bergerac on the shore to the southwest of the city of St. Marc.

Climatology:

601-900

The rainy season varies from year to year, usually starting in April or May, and continuing for a period of about three months. The annual rainfall for St. Marc during the fiscal year 1930-31, was 35.5 inches, while for the period from 1905 to 1931, it averaged 36.35 inches. The mean average temperature for St. Marc and vicinity is 82 degrees F., with the warmest season occurring during the months of May, June, July, and August. The hottest day during the year 1931 in St. Marc occurred on August 29th, when the mercury rose to 108.5 degrees F., and the coolest on January 14th, when it dropped to 63.5 degrees F.; nights are usually cool.

Industry:

601-1000

There are no known mines in the District of St. Marc, and the only factory of any importance is the Usine St. Andre, operated by the firm of Reinbold & Company, in the town of St. Marc, which manufactures a lard substitute from cottonseed for Haitian consumption, and which exports cottonseed cake. The plant is located near the northern entrance to the town.

Commerce:

601-1100

The principal imports consist of cotton cloth and other manufactured materials such as automobiles and accessories, polished rice, lard, flour and soap, while the principal exports are coffee, cotton, cottonseed and logwood. The principal dealers in these products are: Reinbold & Company, I. Bigio & Company, Volney Paul-tre, and C.F. Madsen & Company. The last named company does not handle coffee, and the Reinbold Company is the only exporter of cottonseed cake.

Oiling Facilities:

601-1200

None.

Coaling Facilities:

601-1300

None.

Ship Yards:

601-1400

None.

Streets:

601-1500

The streets of St. Marc for the most part run from north to south, and from west to east. They are of dirt construction, with the principal ones in the center of the town being covered with crushed rock, and with wide ditches on both sides for drainage.

purposes. They are kept in quite good repair.

The foreign residential section is divided into two parts; one being located at the market place, and the other on Dessalines Avenue in the section known as Pivert. However, foreigners are distributed over the whole town, several living over their places of business. The business center takes in the center of the town, and leading up to the Customs House.

Buildings:

601-1600

The majority of the homes and business houses are of frame construction, of not recent construction, though there are a few government buildings of quite recent construction of reinforced concrete. Among the latter might be mentioned the Customs House; the Garde Barracks, and the Prison; the City Hall, and the National Bank of the Republic of Haiti, with a scattering of a few business houses of concrete construction. The railroad station lies adjacent to the Customs House, at the wharf.

The Caserne of St. Marc, before the American Occupation, was the arsenal of the city. It has since been remodelled and changed. The barracks is located at one end of a cement wall extending about 100 feet to the east, and is about 87 feet wide, and faces on the main road from Port au Prince to Gonaives. The barracks office building contains 5 rooms, and, in the compound are other cement one-story structures used as sleeping quarters, kitchen and messhall, hospital, schoolhouse, toolrooms, arms and ammunition lockers, and storerooms. The buildings could easily accommodate 100 men, and running water is available in the compound.

At least 200 men could be billeted in other buildings in the town, in particularly all of which water has been piped.

Camp Sites: Numerous camp sites are available in the town and vicinity. One might be located in the compound at the Garde Barracks, where water and latrines are available, and another spot in the town suitable for the erection of tents and the billeting of troops is the open market place near the southern edge of the village proper, where water is available, as well as on the Place d'Armes fronting on the Customs House property. One hundred men could be easily accommodated on either of these plots.

Hospitals:

601-1700

The hospital at St. Nicolas Hospital in St. Marc is operated by the National Public Health Service, and has a bed capacity of 60 beds. The hospital is equipped with a laboratory, medical wards, and an operating room; also surgical wards. The construction of an isolation ward is contemplated. The personnel consists of a Haitian physician commissioned as Public Health Officer, an Assistant Public Health Officer, two Haitian physicians, two graduate nurses, three Sisters, an assistant pharmacist, and sixteen assistants who perform work as dressers, cooks, etc.

Transportation:

601-1800

During the past year seven public (passenger carrying) automobiles, sixteen trucks, and forty six privately owned automobiles were licensed in the District of Saint Marc. No street cars are in the town. Very few wagons are in use. However, horses and the small native donkeys (or Bourriques) are numerous, but they, as a general rule, are underfed and in poor condition, usually being covered with saddle and packsaddle sores. The railroad mentioned operates over a narrow guage track.

Water Supply:

601-1900

The water supply for the town comes from springs located on Charette Hill, back of the village limits, and is piped to the majority of the business and government offices, and places of residence in the town. As in most other locations in Haiti, during the dry season the water supply is scarce and mains are shut off except during certain hours of the day, while during the rainy season an over-supply of water is noted.

Sanitation:

601-2000

Sanitary inspections are made by inspectors of the Public Health Service daily with a view to mosquito control, at which time oils are spread on stagnant pools, drainage ditches opened, and Paris grass used. In this connection, fish have also been caught by the sanitary inspectors in the Verrettes river and placed in wells in the town of St. Marc. The open market place is inspected daily, and garbage removal is supervised. However, this work has been curtailed recently due to the lack of sufficient appropriations for this work, and malaria and dengue have increased.

Resources:

601-2100

Native foods, fruits and vegetables, are obtainable in fairly large quantities due more to the fertility of the Artibonite valley nearby than to the industry of the inhabitants. Wood and charcoal is used as fuel, and can be purchased in almost unlimited quantities. Grass, millet and corn are available for forage purposes.

Public Works:

601-2200

There are no street car lines, electric lights or power plants, or gas plants in the town. Three or four Delco plants furnish electric current to a few of the private dwellings. An ice plant of limited capacity, privately owned, is located at St. Marc, but is out of operation at the present time, and the inhabitants are forced to obtain their ice from Port-au-Prince by the railroad or automobile, or by truck from Gonaives. The local waterworks is under the supervision of the Public Works Department of Haiti and has been previously described. The reservoir has a capacity of about 113,056 gallons.

Railroads:

601-2300

The one railroad, the Compagnie Nationale des Chemins de Fer d'Haiti, whose main terminal is located in the city of Port au Prince operates over a narrow gauge line of tracks, and maintains small way-side stations (for the most part, flag stops) at Montrouis, Deluge, Lenrezac, Pierre Payen, Bois Neuf, Supplice, and a permanent station at St. Marc. From St. Marc a branch line extends to Verrettes with stopping points at Gros Morne, Pont Sonde, Moreau, Liancourt, Payen, Mirault, Petite Riviere and Deschappelle. Daily service with one first-class coach is operated between Port au Prince and Saint Marc, leaving St. Marc daily at 7:00 a.m., and arriving at Port au Prince at 10:15 a.m. Leaves Port au Prince at 4:00 p.m., and arrives at St. Marc at 7:15 p.m. All trains stop at Source Matelas for water, and make frequent stops along the line to take on wood. Mixed train with three coaches leaves Port au Prince for Verrettes on Tuesdays, Thursdays and Saturdays, returning Mondays, Wednesdays and Fridays.

Personalities:

601-2400

The most important persons in St. Marc are: Alfred WOLFF; Marc GUILLAUME; Justin KENOL; Demesval ALEXIS; Marc CAUVIN; Emmanuel MICHAUD; Maurice MATHIS; Ammanuel FOUCHE; Beauvais STACCO; Paul LA ROSE; Raoul DESTINOBLE; Clement COICOU; Alphonse D'IEZA; B. Jn-JACQUES; Louis BAZIN; Paul ELIE; Emmanuel VIAU; Rene DUC; Clement PINARD; Philoxene MORTEL; Ducasse JUNEL; Crescent JN-BAPTISTE; Joseph STACCO; Joseph FOUCHE; Nardin PH-AUGUSTE; Clement LANIER; Edgard MICHEL; Charles SEJOUR; Vincent PHILIPPE; Arius PAULTRE; Intervol GUERRIER; Lynch KENOL; Rene CARPEL; Emmanuel ENUME; Polidor ST-PIERRE; Henri MENAGER; Volny PAULTRE; Theodule JUNELLE; Stenio ALERTE; Leon DESTINOBLE; D. MORISSETTE; Adolphe DALENCOURT; Elias NAHOUM; Leonce Diogene NARCISSE; Marc PHILIPPE; Paul PINCOMBE; Chesnel GUIGNARD; Hyrouance PAUL; Emile MIOT; Dr. Louis KNEOL; Success Grand PIERRE; Lenoir EVEILLARD; Georges HONORAT; Murat DALENCOURT; Leonce PINARD; Cyrus Ogine NOEL; Michel SENISE; Edouard DESPESTER; CamilleTHONY; Neobram ROBERT; Joseph Senat FLEURY; Christian MOLAIR Demouriez JN-BAPTISTE; Blienaine CARECHE; Justin ROBERT; Herbert PAULTRE; Victor GUILLAUME; Dantes DESTINOBLE; Charles DESTINOBLE; Mc-Charles HENRI; C. DALENCOURT; Emmanuel MARCELIN; Mecene Diogene NARCISSE; Alexandre STRERLIN; Morrisseau RENAUD; Francois Senat FLEURY; Ernest JN-BAPTISTE; Joseph MARTELLY; Clement VERNA; Vernio STACCO; Joseph Eveillard; PAUL LORIMER; Alphonse DESEAS; Frederic MIREMEEAU; Mincar SEJOUR; and Antoine SENISE.

Topography:

601-2600

The town of St. Marc, being located at the shore line, has a gradual rise to the east from sea level to about 20 feet above. Hills and mountains are seen in all directions except in to the west. Morne Virgie is about 1,000 feet in heigh, and is located about half a mile northeast of town. Morne Fleuranoeau, known as

Topography: Continued

Morne Fort, or strong hill, is located to the southeast of St. Marc has an elevation of about 900 feet, while Fort Blockhouse hill, NE., of St. Marc, has an elevation of about 800 feet. The Robion River passes through the town, and rises in Morne Coubec; joining the Jean Denis River, as does the Charette River which has its source in the Charles hills nearby. These are small streams, and the beds are usually dry or nearly so except during heavy rains, at which times they swell to such an extent as to block or hinder traffic. People or vehicles are at times unexpectedly caught in these streams during a storm and swept out to sea.

Trails lead in all directions throughout the District; from Grande Saline to Desdunes; from Dessalines to Petite Riviere via Poste Pierrot and the "Savanne Brulee;" and from St. Marc to Verrettes, through the fourth section of St. Marc, and the fifth and third sections of Verrettes; from Chapelle to Perodin via the Rocky Savanna, fourth section of Petite Riviere; from Petite Riviere to Perodin; from the dike road, first section of Rossalines, to Desdunes, passing about a mile and a half from Pont l'Estere; from St. Marc to Desdunes passing through the fifth section of Eocozele and the second section of Grande Saline; and from Perodin to Dessalines through the fifth section of Ti Cahos, sixth section of Dessalines and the fourth section of Poste Pierrot.

Roads, passable for automobile traffic, lead from the southern border throughout the district. The main highway from Port au Prince, passes through the district, and through St. Marc, and leads to Gonaives in the Military Department of the West, and on to Cape Haitian in the Military Department of the North. Roads branch off this leading to Petite Riviere de l'Artibonite, Verrettes, Dessalines and Pont de l'Estere in the vicinity of Desdunes. However, during the rainy season, traffic is quite often interrupted for hours or days due to the flooding of the streams, and, at times, the banks of the dikes along the Artibonite River, which runs parallel to the road for some miles between St. Marc and Dessalines, give way.

The District includes the sub-districts of St. Marc and Petite Riviere, and is bounded on the south by the sub-district of Arcahaie, first section of It. Rouis; to the north by the sub-district of St. Michel; on the west by the Gulf of La Gonave, and on the east by the Military Department of the Center.

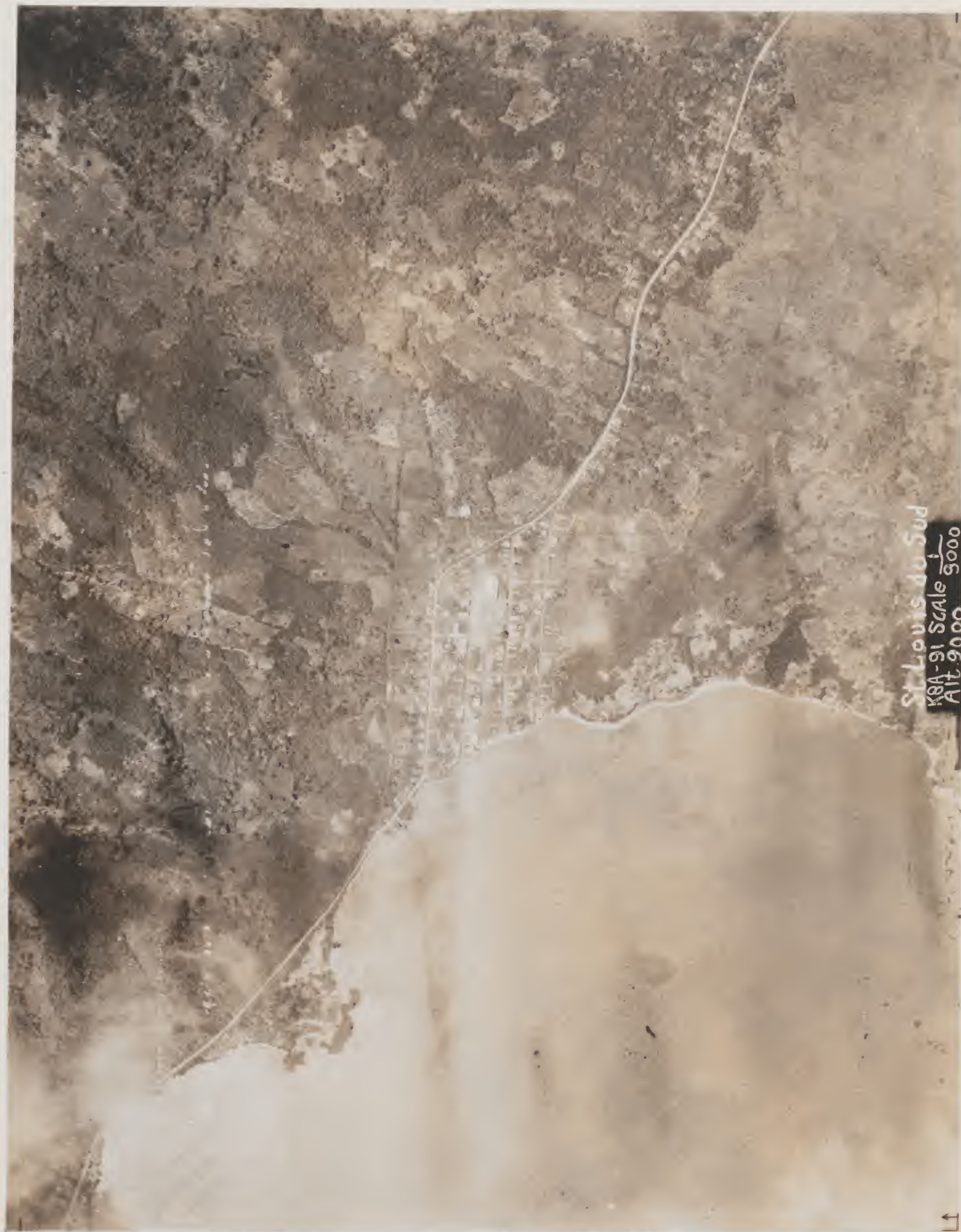
Telephone and Telegraph Line:

601-2800

A telephone and telegraph office, with switchboard is located in St. Marc, and 23 subscribers to the system are located in town. The Garde Barracks and Prison are equipped with telephones, and the system connects to the various towns throughout the republic being owned and maintained by the government public works department known as the Telegraphes Terresters. Telegrams are dispatched by word of mouth by the operators over the telephone lines.



St. Jean du Sud
K8A-86 SCALE $\frac{1}{7000}$
Alt. 7000



St. Louis Mo. Sud
K8A-91 Scale $\frac{1}{5000}$
Alt 2000

Aviation Flying Fields:

601-5100

No aviation fields are located at St. Marc, though there are several spots of ground which could be so used. Hydroplanes could land in the harbor of St. Marc in clear weather.

SAINT JEAN DU SUD:

601

St-Jean du Sud is a small town of about 200 people on the southern coast of Haiti, located about 27 miles by trail, southwest of Cayes. The trail runs through the town, there being no other streets in the town, and continues for about 20 miles to Port-Salut, which is located west-Northwest of this town. The elevation is 6 feet above sea level, and it is very unhealthy because of the many mosquito breeding swamps in the vicinity. The people are mostly of the peasant class and are either farmer or fishermen. With the exception of the Garde Barracks, all buildings are small plastered frame scattered buildings promiscuously about the town. There is an outpost of the Garde composed of two enlisted men. These occupy the concrete barracks which could accommodate 8 men. The parsonage is a large two-story masonry house, located about half a mile north of the barracks. This could billet about 40 men. There is a telephone in the Garde Barracks, with connections to Aux Cayes. Water is obtained from nearby springs and from the River Grec, which passes, through the town. All water must be boiled if used for drinking purposes. The average mean daylight temperature is 85 degrees Fahrenheit, and the mean average night temperature is 75 degrees. The rainy season is during the months of April, May, and June; September, October, and November. The most prominent citizens are Sully DENIS, George DANGER, D. LOUBEAU and Claudius DECOSTE, all Speculators.

SAINT LOUIS DU SUD:

601

Saint Louis du Sud is located on the Southern coast of Haiti between Aux Cayes and Aquin. It has a population of approximately 1,050 people, including an outpost of the Garde, consisting of two enlisted men. It is located about 35 miles east of Aux Cayes and is on the main automobile road to Port au Prince, which is about 100 miles distant. The town is most unhealthy during the rainy season, and the temperature averages 90 degrees F. daytime and 70 degrees at night. Water for all purposes is obtained from the Saint Louis River about 1 mile west of the town. The water must be boiled for drinking purposes. The streets of the town run east to west with very few cross streets. All houses in the town with the exception of the Garde Barracks, Telephone Office, City Hall and Public Health Dispensary are small one-story plastered frame structures. The 1928 hurricane partially destroyed the town and very little effort has been made to restore the damaged buildings. The garde barracks



Salt Pond
K8A-54 Scale $\frac{1}{9000}$
Alt. 9000

Cities & Towns, Con't.
SAINT LOUIS DU SUD, Con't.

601
601-

could accommodate about 40 men, the Public Health Dispensary 20, the Church 50, and the Telephone Office about 15. There is a telephone exchange, altho there are no subscribers. Public and government officials use the operator's phone for necessary incoming and outgoing calls. The only foreigner here is William Bauck, German-born, American naturalized. He owns and operates a small coffee plant. With the exception of a few mulattos, the population is entirely composed of uneducation blacks. There are a few slightly educated doctors, lawyers and politicians. Two schools, one for boys and one for girls, furnish mediocre instruction for the pupils. A camp site could be located on the site of the present open market, and would accommodate 150 men. The most important citizens are Louis JACQUES, Fleurime FLEURITUS, L. HENRIQUEZ and Dorzin FENELON.

SALTROU:

601

Importance:

601-100

Saltrou is a small market town on the southeastern coast of Haiti, located about 57 miles east of Marigot and about 28 miles northwest of Grand Gosier. There is a sub-district headquarters of the Garde, with one officer and ten enlisted men. The population is about 750. No roads lead to the town. Numerous trails lead out of the town. Bel Air mountains lie to the north of the town, Tapioles Blancs Mountains to the East, and the Nan Malgre Plains to the West. There is a well in the town, from which the inhabitants obtain their water supply, but the water is brackish. Food and forage is scarce.

Buildings:

601-1600

The Garde Barracks is 65-1/2 feet by 73-1/2 feet. All other buildings are small and of thatched construction. The streets are narrow, of dirt construction and poorly laid out.

Personalities:

601-2400

The most prominent people in the town are Herman PAUL - Speculator, plant and merchant and Barnave DAID - Speculator.



TIBURON
K8A-77-5 SCALE 1/7000
ALT. 7000



K8A-88. SCALE $\frac{1}{9000}$
Alt. 9000

TIBURON:

601-

Tiburon is located on the southwestern coast of the southern peninsula of Haiti in latitude 18 degrees, 19 minutes North, and 74 degrees, 25 minutes West, at an elevation of 9 feet above sea level. The Tiburon River is located about one-half mile North of the town, and is the water supply of the town. This water must be boiled when used for drinking purposes. The population of the town is about 1,100, the majority of them being uneducated blacks engaged in farming and fishing. The one street of the town runs from east to west, and no roads lead out of the town. Trails lead to the interior; to Anse d'Hainault, through Les Irois, about 28 miles to the northwest, and to Les Anglais, about 20 miles to the east. The one telephone in the town is located in the Garde Barracks. An outpost of the Garde, a small one-story concrete building which can accommodate about 15 men. Water is obtained from the nearby river. The river at times goes dry, but three springs named "Lan Chita," "Cape Ticole" and San Soule, located at a distance of one-half mile from the town furnish water throughout the year. There are no buildings in the town suitable for the accommodation of troops, the dwellings being small plastered buildings, and there are no government buildings. A camp site could be located in the Placed'Armes which is situated in the centre of the town on dry level land, and would accommodate about 150 men. Mountains to the north of the town rise abruptly to a height of from 2,000 to 3,785 feet, while a ridge to the east of the town has an altitude of about 1,000 feet, inclosing the town in a small but fertile valley. The mean average daily temperature is 90 degrees Fahrenheit and the average night temperature is about 70 degrees. The most prevalent diseases are malaria, yaws, and syphilis. The most prominent people in the town are J.M. GRANDOIT, J.D. ALCINDOR, S. ABELARD and M. JOACHIM. The ruins of an old fort located on a knoll south of the town are said to have been built by the English.

TORBECK:

601

Torbeck is a small seacoast town situated in the centre of a large plain on the southern coast of Haiti, at an elevation of about 6 feet above sea level. It is located six miles southwest of Aux Cayes, and is connected with that town by an automobile road. Another automobile road extends to Port Salut 20 miles to the southwest. The population is estimated at 300. There is an outpost of the Garde consisting of 10 enlisted men. Water is obtained from the Torbeck River at the northern edge of the town. The majority of the inhabitants are black or brown, fairly well educated, having been educated in Cayes. They are engaged principally in farming and speculation. There are two streets, one north-south and the other east-west. With the exception of the Garde Barracks, the Church and the Service Technique School, all buildings are one-story plastered frame houses. The three excepted buildings are of masonry. The Garde Barracks is of the modified outpost type and can accommodate 8 men, the Church could accommodate 90, and the Service Technique School could accommodate 30. There is one telephone in town, in the Garde Barracks,

Cities & Towns, Con't.
TORBECK, Con't.

601
601-

with connections to Cayes. A camp site is located on the large plain south of the town. This land is very level, and water could be obtained from the Torbeck River, 100 yards to the north. The mean average daytime temperature is 88 degrees Fahrenheit, and the nighttime temperature averages 75. The rainy seasons are during the months of April-May-June, and September-October-November. The most prominent citizens are Cassion PHILOCLES, Latour FEDOR and Joseph AUGUSTE, all lawyers.



Acu1 du Nord
K9A-36 Scale 1/8800
Alt. 8800

CITIES AND TOWNS
600 Section

INLAND CITIES

602

ACUL DU NORD

Importance:

602-100

Acul du Nord, with a population of about 500 people, is about nine miles to the southwest of Cape Haitian, and about one mile from the main Cape Haitian - Gonaives highway. An outpost of four enlisted men of the Garde d'Haiti is maintained in the town.

The town is built after the usual plan common to Haiti, with a centrally located Place d'Armes. The streets, which are not well defined, and which are unpaved, run from north to south, and from east to west. There is no business or foreign section in the town, and the inhabitants are generally engaged in farming, and speculation in coffee grown in the vicinity.

With the exception of the following mentioned buildings, all houses in town are one-story plastered frame structures. The Garde Barracks, which is of masonry construction with sheet iron roofing, is 16 feet by 28 feet, and could accommodate 10 men. It was built in 1931 and is of the type known as a modified outpost building. The Catholic Church is about 150 feet by 50 feet, and can accommodate 150 men. The Sisters School, a new building on the southwest side of the town, is about 50 feet by 40 feet, and could accommodate about 40 men. Water is in abundance and can be obtained from a pump in the Place d'Armes, just outside the Garde barracks, and from another pump nearby. The Place d'Armes offers a good site for a camp, with good drainage and water nearby. About 200 men under canvas could be accommodated on this spot.

The temperature maintains an average of from about 85° F. in the middle of the day to about 70 degrees F. at night. The rainy season occurs principally during the months of October, November, December, April and May.

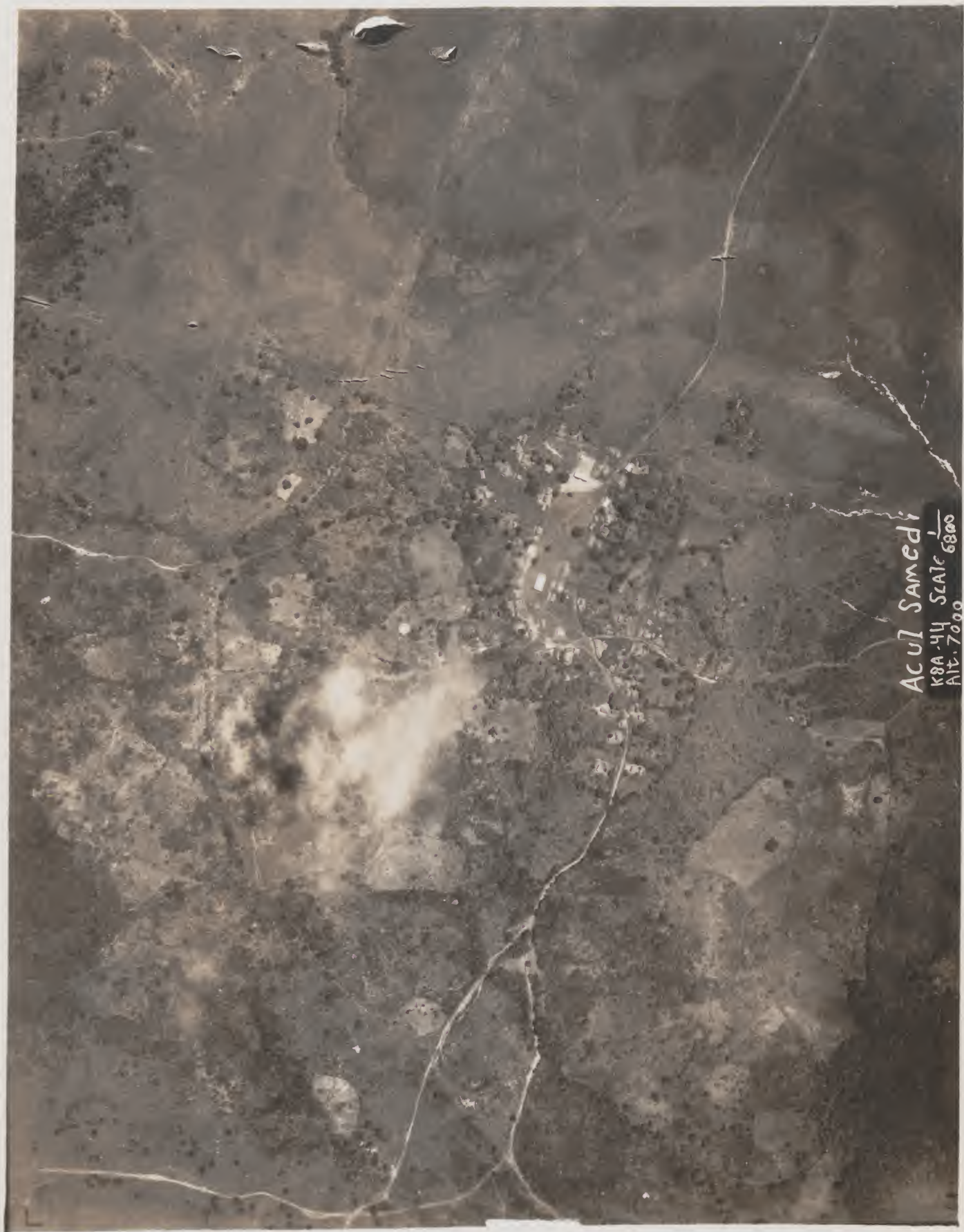
A short distance outside the town, on the road leading North towards the main Cape Haitian highway, a farm school, operated by the Service Technique d'Haiti, is located.

Large quantities of oranges, and fairly large quantities of native produce can be purchased locally, as can corn and grass for fodder, except during the dry season when a scarcity of grass is noted.

The principal citizens of the town are: JULIEN FRANCOIS, DESRIVIERES JULIEN, TELIGNY CHARLES, CHRISTIAN WERLEIGH, AMBROISE RAPHAEL, and ALPHONSE JN-GILES.

An unimproved dirt road leads from the Cape Haitian - Gonaives highway to the town of Acul-du-Nord. Automobiles can enter the town as a rule through the road is usually very rough and poorly maintained. Trails lead to Grande Riviere and Plaine du Nord. It is approximately 9 miles to Cape Haitian, 53 miles from Gonaives, 21 miles from Plaisance and 50 miles from Ouanaminthe.

About 2-1/2 miles to the southwest of the town lies the range



ACUL SAMEDI
K8A-44 SCALE 1/6800
ALT. 7000

ACUL DU NORD (Continued)

of hills known as Morne-Coupe-a-David, with an elevation of about 1,000 feet. The country to the north and east is flat. The only river in the neighborhood is the River Salee, which rises in the hills southwest of town, and flows to the east of Acul-du-Nord, emptying into the Baie d'Acul. With the exception of the Catholic priest and three nuns, all French, there are no foreigners residing here.

ACUL SAMEDI

602

Importance:

602-100

With a population of 300, and at an elevation of 200 feet, the town of Acul Samedi is located on the southeast corner of a large savannah, 17 miles west of Ouanaminthe, 3 miles east of Perches and 15 miles southeast of Fort-Liberte. To the south there is a rolling plain which extends to the foothills of Madeleine Mountain. There is but one street running north and south through the town. This street is open to vehicle traffic. The market is located at the north end of the town and is surrounded by native huts. There are no general stores, and but few small shops. All houses of the usual one-story native types. There are no foreigners in the town. There are two schools (public). A vehicle road leads from the Ouanaminthe-Cape Haitien Road, through this town to Perches and the foot of Madeleine Mountain. It is open to all types of traffic except after very heavy rains. The road is not ditched or drained. There is a telephone in the Garde Barracks, which is connected to Fort-Liberte. The Garde Barracks and the Church will each accommodate 30 men. There is a good camp site on the main street between the Garde Barracks and the Church. It is about 50 yards by 100 yards, surrounded by native houses. Water would have to be secured from the Marian River 1-1/4 miles west of town. Native produce and beef are obtainable in large quantities at all times. Charcoal and wood for fuel are obtainable in any quantity, and corn and grass for forage are also obtainable in quantity, except that grass is not so plentiful in the dry season. The average daytime temperature is 90 degrees Fahrenheit and that at night is 70. Due to the large number of mosquitos, malaria is prevalent during the rainy season. All water supplies are obtained from the Marian River one and one-fourth miles west of town, and must be boiled before drinking. The inhabitants are friendly but lazy, and almost totally illiterate. The politicians are the usual native type. 98% of the people are black, and the remainder are mulattos. The town is governed by a Magistrat and four councilmen who are elected by the people. Bee culture and farming, and also cattle raising are the principal occupations, although some of the people obtain their living by cutting and hauling logwood to Fort-Liberte. There are, of course, the usual number of masons, carpenters, etc. The savannah near the town could be used as a landing field for airplanes. The most important citizens are JOYATHAS DORSAINT, PHONEVA DORSAINT, ST-MARTIN DORSAINT, EDOUARD DULAY, MENTOR FELIX, LIBERIS JEAN-BAPTISTE, TIRESIAS PIERRE-LOUIS, RINACE SAINT-FLEUR and PAUL SIFFRARD.



Bahon
K8A-110 Scale 1/725
Alt. 8000

BAHON

Bahon with a population of 800, and at an elevation of 275 feet, is a small town 10 miles south of Grande Riviere. It is on the west bank of the Grande Riviere and the terminus of the railroad running from Cape Haitian through Grande Riviere. Hills rise steeply from both sides of the river leaving a very narrow valley, in which the town is located. There is but one street, and that a very poor one, running thru the town. The market is located at the northern end of the town. There are no stores. No foreigners reside in this town. All houses are of plastered frame construction, with a few metal roofs, and the remainder are thatched. Bahon is 10 miles from Grande Riviere; 12 miles from Pignon and 9-7/8 miles from Ranquitte.

The National Railroad of Haiti, operates a single track narrow gauge road to Cape Haitian. The depot is a concrete block building with a metal roof, 21' 6" x 48', with a reenforced concrete loading platform alongside 14' x 54'. The Railroad Company keeps one hand car and two push cars here. There are no automobile roads leading into Bahon.

The trail to Grande Riviere crosses the Grande Riviere several times, which renders it impassable in the rainy season. The trail to Pignon leaves the southern end of the town, and forks 1-1/4 miles south of town, one fork going east to Ranquitte and the other to Pignon. These are unimproved trails and usually in poor condition. The only telephone in town is a private line belonging to the railroad company. The Garde Barracks could accommodate 20 men; the railroad station 40 men; the Church about 60.

All water is secured from the Grande Riviere and is plentiful at all times, but must be boiled prior to drinking. There is a small well drained camp site north of the town on the Grande Riviere Trail, between the railroad and the river. Native fruits and vegetables are plentiful, but there is very little beef. Pigs and goats are very plentiful. Grass and corn are plentiful, except that corn is somewhat scarce during the dry season. The rainy seasons are November to January and April to June. The average daytime temperature is 80 degrees Fahrenheit and that at night is 68. The general health is good. The most prevalent diseases are Malaria, syphilis, yaws, rheumatism, internal parasites. The population is composed entirely of blacks with a small proportion of browns, with little or no education. The politicians are typical. There are two primary schools, run by the Government, for one boys and one for girls. The ranking public official is the Juge de Paix.

Farming is the principal occupation, with a few engaged in speculation in coffee and logwood. The most prominent citizens are ALPHONSE MARIUS JEUNE, LUTHER GUERRIER, AUGUSTIN MICHEL, RAPHAEL AUGUSTIN, REMY JOSEPH and THUCIDIDE THYDEE.



BANANE
K8A-51 SCALE 1/6500
ALT. 7000



BARADERES
K8A-68-SCALE 1
Alt. 9000

BANANE

Banane is a small interior town with a population of about 150 persons, who are all engaged in farming. There are a few small stores. There is no Barracks for the outpost of 5 men of the Garde which are stationed here. A small thatched roof house capable of housing 8 men is used as a barracks. There is a telephone in the post, with connections to Anse-a-Pitres and Jacmel. A trail leads to Anse-a-Pitres and to Tete-a-l'Eau, Bois d'Orme, Royer, Fonds-Verettes and Ganthier. This trail joins other trails leading to Petionville and Saltrou. No fortifications.

BARADERES

602

Baraderes, a town with a population of about 2,000 is situated on the east bank of the Baraderes River, about 1 mile inland and south of the Bay of Baraderes. The river is navigable for about one mile from its mouth for motor boats, dugouts and rafts. The town is 15 feet above sea level and has an average temperature of 85° F. in daytime and 70° F. at night. The town is governed by a mayor and communal council and is of no political importance. It is 15 miles southwest of Petit Trou by trail, 22 miles southeast of Pestel by trail, and 23 miles north of Cavaillon by a one-way dirt road. This road is steep and rough on the mountains, and impassable in extremely wet weather.

The town is surrounded on the east, south and west by mountains. There is no definite residential section, though the commercial section is, for the part, in the center of town at the open market place. The buildings are mostly of the two-story plastered frame type. The climate is unhealthful, malaria being very prevalent and syphilis, yaws and tuberculosis common. There is no telephone switch board and the only phone is located in the barracks. The Garde Barracks, which is of reenforced concrete construction, is occupied by an outpost of two enlisted men, but will accommodate 15 men, and a camp site for 75 additional men can be established in the open market. Native food and beef may be purchased in the open market, and fuel and forage locally. Water is obtained from a spring near town but must be boiled. The inhabitants are mostly uneducated blacks. There are a few educated and friendly mulattoes. There are no foreigners. There are no manufacturing industries. Four schools, under government control are located in the town.

The most prominent citizens are LONCHAMP DANIEL, notary public; GUSTAVE JOSEPH, merchant; VICTOR LOMINY, merchant, and AUGUSTE PAUL, merchant.

BASSIN BLEU

602

Bassin Bleu, with a population of 450, is situated on the east bank of the Trois Rivières, at an altitude of 600 feet. It is also on the Gonaives-Port de Paix automobile road, 33 miles north of



BASSIN BLEU
KBA-21 SCALE 1:4341
ALT. 5000

BASSIN BLEU (Continued)

Gonaives and 15.8 miles south of Port de Paix. The town is laid out in the form of a triangle on flat ground. There are no streets, the houses of the town being connected by footpaths. There is an outpost of the Garde, consisting of three enlisted men, which is housed in a modified type outpost building of masonry construction. All other houses of the town are of the plastered frame type or of the thatched native hut species. The Barracks could accommodate 10 men. Camp sites for small bodies of men could be found on the outskirts of the town. Water is obtained from the Trois Rivières and must be boiled before drinking. Beef, goats, native fruits and vegetables are fairly plentiful; wood for fuel is abundant; grass for forage is obtainable in fair quantities. Rivers cross the roads to Port de Paix and the one to Gonaives many times, and after rains, it is often necessary to wait for several hours for the streams to subside. The rainy season extends from October to February, and mosquitos are numerous during this season.

Malaria, syphilis and yaws are the most prevalent diseases. The population is composed principally of blacks, with a small scattering of mulattos. There are no industries, the principal occupation of the inhabitants being farming on a small scale. There is a telephone in the Garde Barracks, connected with Gonaives and Port de Paix. The Gonaives-Port de Paix automobile which leads to Port de Paix to the north, and to Gonaives, via Gros Morne to the south is an excellent two-way automobile road, passable at all times, except as noted above. There are no other roads leading into the town. Numerous trails lead in all directions.

BELLADERE

602

Garde Distribution:

Headquarters, Sub-District of Belladere; Outpost of Roi Sec. 1 Officer, 20 men in Belladere, and 3 men in outpost of Roi Sec.

Importance:

602-100

Belladere is a town situated on the eastern frontier of the Republic of Haiti and separated from Commendador, R. D., by the Carissal River. It is about 26 kilometers east of Las Cahobas. Its chief importance lies in the fact that it is the frontier town on the main highway to Santo Domingo. The town is governed by a Communal Commission of three members, the senior member of which is called the President.

Population

602-200

The population of Belladere is about 800 mostly uneducated blacks, with a small number of Dominicans.



Belladere
K9A-97-5cale 4065
Alt. 8000

BELLADERE (Continued)

Climatology:

602-400

The climate is semi-tropical. The average daytime temperature is 90 degrees Fahrenheit and that at night around 77. The rainy season is from April to October. The elevation is about 1,200 meters above sea level.

Industries:

602-500

There are no manufacturing industries, the sole occupation being farming on a small scale.

Streets:

602-600

There are two streets, bordered by about 100 houses. The main road from Los Cahobas to the Dominican Republic passes through the town. This road is a good two-way road of dirt, with sand and gravel topping. It is in excellent condition.

Buildings:

602-700

The buildings are of the one-story plastered frame type. The only exception being the Garde Caserne, which is of masonry, 49 feet x 38 feet, and capable of accommodating 75 men. Suitable camp sites can be located near the town.

Transportation:

602-900

There are no railroads or street cars, and very few automobiles.

Water Supply:

602-1000

The water supply is obtained from the river, which is muddy. This water must be boiled before drinking.

Sanitation:

602-1100

The general health of the town is good, but there is some malaria.

Resources:

602-1200

Native produce is abundant. Wood and charcoal for fuel can be obtained. Grass for forage is plentiful in the rainy season, but during the dry season, leaves from sugar-cane must be used.

Personalities:

602-1500

The majority of the population consists of uneducated blacks. Practically all of whom are illiterate. The people holding public office come principally from Port au Prince. The most prominent citizens are: OCCEDA VINCENT, EUSEBE ROBERT, OCEAN BELIZAIRE, ELIE RAVIX, SAMUEL RAVIX, HENRIUS VALERY, ELISMOND GRANDIN and MENELAS JOLY.



Boucan Caire
K8A-119 Scale 5250
Alt. 6000

BELLADERE (Continued)

Topography:

602-1700

The town is built on a plateau

Telephone and Telegraph Lines:

602-1800

There are no telegraph lines. One telephone for military use only, connects with Los Cahobas and Commendador.

Aviation Landing Fields:

602-3100

There is a field about 6 kilometers from the town which was tentatively for aviation, but which has never been used and is not kept up.

BOMBARDOPOLIS:

Importance:

602-100

Bombardopolis is a small town of 600 population, of practically no importance. The town is at an altitude of about 650 feet. There are no streets in the town, the houses being connected by trail. There is no Garde Outpost, and there is no telephone. There are no roads leading out of the town, and the only means of communication with other towns is by trail.

Bombardopolis is 10 miles west of Baie de Henne; 21 miles southwest of Jean Rabel and 14 miles southeast of Mole St Nicolas. The town lies in a high valley with mountains on all sides, though they are at some distance to the north. There are no suitable billets in the town, but camp sites for large bodies of men are to be found to the north of the town, but due to the scarcity of water, they are not desirable. All water is obtained from nearby rivers, but is always scarce and must be boiled before drinking. This action is important.

This section of Haiti is very dry, and foodstuffs are scarce. Fuel is fairly abundant; wood being used, but very little grass or other forage is available.

The rainy season extends from October to February. Malaria, syphilis and yaws are the most prevalent diseases. The few stores in the town are all very small. There are no industries of any description. The most important citizens of the town are: CEREMEUS JEUDI; SERVIUS LOUIS AMIEUX; BLAISE THOBIE; FERTIL FERTILUS; JOACHIM LEO; SAMSON SARETTE; ANACIUS LOUCY; FLORESTAL BLAISE MATHIEU and ROCHE CLEANA.

CAMP PERRIN

Importance:

602-100

The population of Camp Perrin is about 400 people. There is an outpost of the Garde consisting of two enlisted men. The town is situated in a valley surrounded by several mountains. The western portion of the town is on a ledge named "Le Camp" the southern part



CAMP PERRIN
K8A-127 SCALE 7370
Alt. 8200

CAMP PERRIN (Continued)

is called "En Bas Camp" the northwest portion the "Bananiers" and the section across the "Ravine du Sud" to the north is called "Le Bras Gouche." In "Le Camp" is the Garde Barracks and prison, the church, two schools and a few dwelling houses. "En Bas Camp" is the commercial section. The "Bananiers" is more or less the residential section. The "Ravine du Sud" passes through Camp Perrin and its source is on the north side of Mount Macaya. The "Bras Gouche" empties into the "Ravine du Sud" at Camp Perrin, its source being on the south side of Mount Macaya. On the northwest side of the town, on the "Ravine du Sud" is a dam, originally built by the French. This dam is now under the supervision of the Public Works and capable of furnishing water for 9,230 acres of land for irrigation purposes. The walls of this dam are ten feet high and four feet thick. There are six water gates 15 feet long. The total length of the dam is 294 feet. The elevation of Camp Perrin is 831 feet above sea level.

Camp Perrin is located inland, about 15 miles northwest of Aux Cayes and 40 miles southeast of Jeremie, and is connected to these two places by a newly constructed automobile road which is of earth and gravel construction, and which is narrow and dangerous in places and impassable during the rainy season.

Two grammar schools run by the clergy are located in the town, one for boys and one for girls. About one-third of the people are mulattos and the remainder are black. There are no industries in the town and the people are engaged in the operation of small stores or in farming on a small scale.

Climatology:

602-400

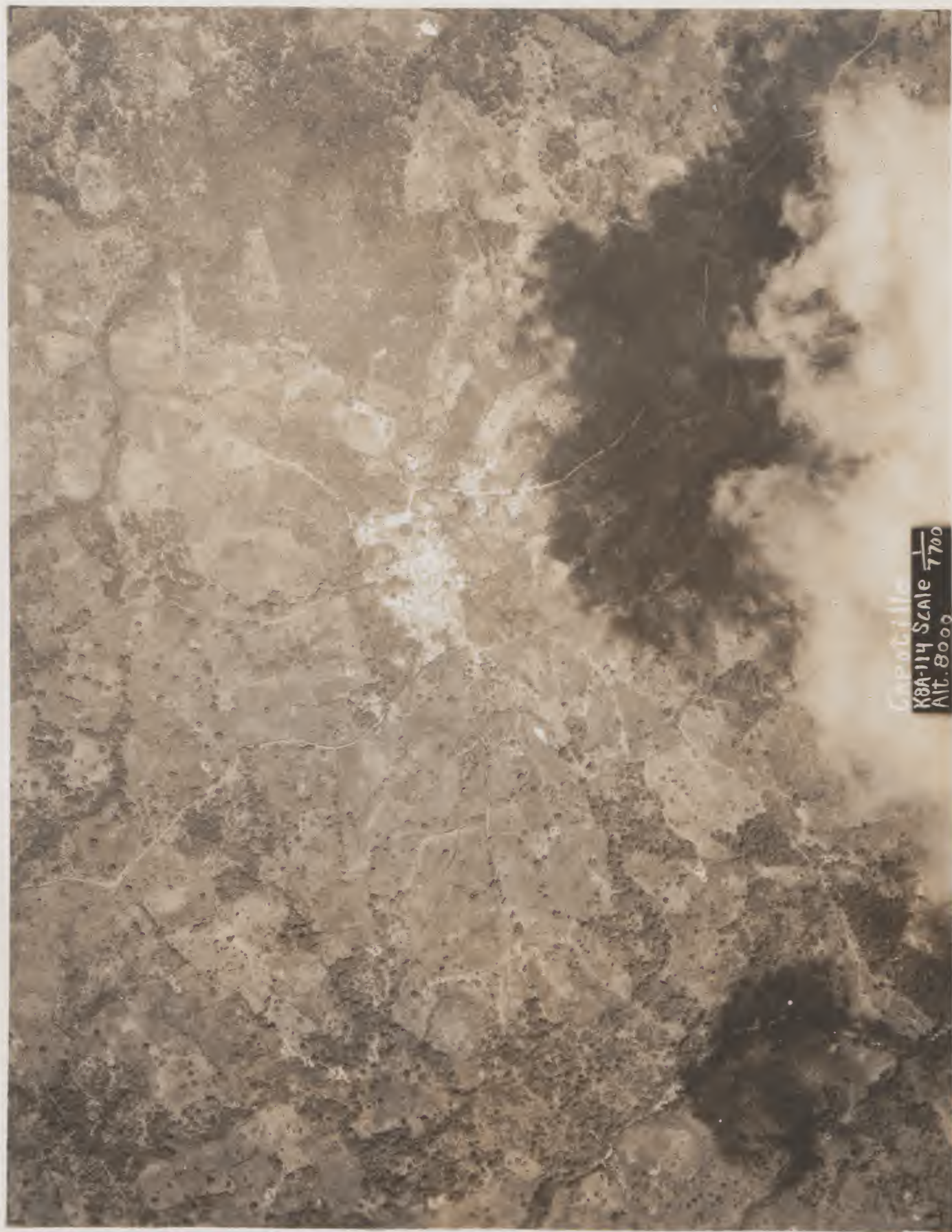
The climate of Camp Perrin is quite healthy and cool. The average day temperature being 83 degrees Fahrenheit and that of the night being 65 degrees. The average annual rainfall is about 90 inches, but the rain water drains off rapidly owing to the rocky nature of the soil. There are very few mosquitos, hence the general health is good.

Buildings:

602-700

With the exception of the Garde Caserne and the Church, which are of masonry, all the buildings are of plastered frame construction. The Garde Barracks is a small one room building, 24 feet x 36 feet, built of rock and lime, by the English about the year 1750. It will accommodate 8 men. The prison is of similar construction, 23 feet x 42 feet, and can house 16 men. Water is procured from an irrigation canal of masonry construction located about 50 feet from the barracks. The Brothers' School, which is a frame building, is 110 feet x 36 feet, and would furnish billets for about 80 men.

Camp Site: There is a strip of land west of the Garde Barrack about one-half mile wide by about one mile long, which is suitable for a camp site. The land is very level though rocky. No wells are located on this site, but water can be reached at the depth of 40 ft.



Capotilla
K8A-114 Scale $\frac{1}{7700}$
Alt. 8000

CAMP PERRIN (Continued)

Streets:

602-600

The streets are not worthy of comment.

Personalities:

602-1500

The people of Camp Perrin are mostly peasants. The most prominent are SUQUERES PIERRE - Speculator; BENOIT DAGUILLARD - Speculator; LAMOSE DAGUILLARD - Speculator.

CAPOTILLE

Importance:

602-100

With a population of 500 and at an elevation of 300 feet, the town of Capotile is located in an open plain 7-1/2 miles west of the Dominican Border, 8-1/2 miles southeast of Ouanaminthe and 11-1/4 miles east of Mont-Organise. There is one street, east-west, thru the town, which is not suitable for vehicular traffic. The market is in the center of the town. There are no foreigners. Two public schools of very poor character. All houses are of native construction. The road leading from Capotile to Ouanaminthe is undrained and of dirt construction, therefore passable only during the dry season. There is a telephone in the Garde Barracks, with direct connections to Ouanaminthe. The Garde Barracks will accommodate 20 men and the Church another 55. There is a well drained tract of land east of the Church that could be used as a camp site. Water is obtained from a small stream about 50 yards west of the town, and must be boiled for drinking purposes. Native produce and beef are obtainable in large quantities. Charcoal and wood for fuel are obtainable in sufficient quantities. Grass is scarce at the end of the dry season, otherwise corn and grass are obtainable in large quantities for forage. The rainy season is from April to November. The average daytime temperature is 78 degrees F., and that at night is 52. Fever and malaria are prevalent during the rainy season. The population runs 90% black and 10% mulatto, and are generally illiterate. The government of the town is under the Magistrat at Ouanaminthe. Farming, tobacco growing and cattle raising are the principal occupations, but there are a few who engage in sawing planks from pine logs by hand. The most prominent citizen is DERVILUS PIERRE.

CARICE

Importance:

602-100

With a population of 500 and at an elevation of 2,500 feet, the town of Carice is on a high rolling plain 7 miles west of Mont-Organise and 15 miles east Vallieres. There is one undrained street running east-west through the town. To the north, west and south there are mountains, and to the east there is a rolling plain extending to Mt-Organise and on to the Dominican Border. The Tenebres River flows 5/8 mile east of town and the water supply is obtained from



Cairice
KBA-112: Scale $\frac{1}{3500}$
Alt. 6000



CARRINGTON
KBA-124 SCALE 1/6000
ALT. 6000

CARICE (Continued)

this stream which must be boiled before drinking. There are no roads but the main trails leading to the town are passable at all times. Main trails enter the town as follows: - from the east from Mont Organise; from the west from Vallieres; from the south from the Section Bois Laurence and Cerca Carvajal and from the southeast from Cerca la Source. The market is located at the north end of the town. There are no general stores but there are a few rum shops scattered through the town. No foreigners reside in the town.

There are two public schools. All houses are of typical native construction. Carice is 7 miles from Mont Organise; 21 miles from Ouanaminthe; 42-1/2 miles from Cerca la Source and 15 miles from Vallieres. There is a telephone in the Garde Barracks connected with Mont-Organise and Ouanaminthe. The Garde Barracks can accommodate 20 men and the Church another 35 men. There is a camp site in the center of the town, west of the Church. Water would be obtained from the Tenebres River 5/8 mile east of town. Native produce and beef are obtainable in large quantities. Wood for fuel is obtainable in any desired quantities. Corn and grass for forage are obtainable, but grass is scarce at the end of the dry season. The rainy season extends from April to November. The average daytime temperature is 74 degrees Fahrenheit and that at night is 52.

Fever and malaria are prevalent during the rainy season. 98% of the natives are black and 2% mulatto, and the majority are illiterate. The politicians are the usual native types. The schools are poor but well attended. The town is governed by a Magistrat and four councilmen elected by the people. Farming, cattle raising and coffee culture are the principal occupations. There is a savanna about 2 miles west of town that could be used as an aviation landing field, but would not be very safe.

The most important citizens are: - CHARLES AUDATTE, DECIUS P. CALIXTE, ORELUS DESAMOUR, LIMPRAVIL FILS-AINE, SENOR JEAN-SIMON, EMILIE EUGENE, FATHON LAMOTHE and JEAN JOSEPH SIMON.

CARREFOUR

Importance:

602-100

Carrefour is located on the main Port au Prince Road leading to Gressier, about 5 miles west of Port au Prince. Population about 500. There is a small outpost of the Garde, consisting of 1 Corporal and 1 Private of the Garde. There is a small stream nearby, which furnishes an ample supply of water. The Church is the only ample building in which troops would be comfortably billeted, there could be found accommodations for the billeting of about 100 men. There is a railroad station at Carrefour.



CAYAN, ALASKA
K8A-90 SCALE 9000
Alt. 9000

CASTILLEUR

A town with a population of about 300. The elevation is 550 meters above sea level. A short distance east of Cerca la Source on the Cerca la Source - Santo Domingo Road, one hour by horseback. It has a small Garde Barracks, and one telephone. The town is of no importance.

CAVAILLON

602

Importance:

602-100

Cavaillon is one of the interior towns that is well laid out. It is situated about 14 miles north of Aux Cayes on the main automobile road to Port au Prince, which latter city is about 110 miles distant. The population is estimated at 1,200, including three foreigners - Syrians. The streets run north-south, with few cross streets. The buildings are as a rule one-story plastered frame structures, with the exception of the Garde Barracks, the Public Health Dispensary, the Church and a few commercial houses which are of concrete. An outpost of the Garde, consisting of two enlisted men is stationed here in a barracks building which could accommodate about 40 men. Other buildings which could be used for billeting of troops are the City Hall, 30 men, the Church, 125 men. Water is obtained from the Cavaillon River a few hundred yards west of the town. The market place in rear of the Garde Barracks and on the banks of the Cavaillon River could be used as a camp site and would accommodate about 200 men. The ground is hard, dry and is easily drained. The elevation of the town is about 5 feet above sea level. Average daytime temperature is 80 degrees Fahrenheit and the average night temperature is 65 degrees. The inhabitants are mulattos and the blacks, the better class having obtained their education at Port au Prince. There are two schools in town which furnish fair education. With the exception of a few doctors, lawyers and government officials, the majority of the people are engaged on small farms and in small stores of the town where native produce is sold. The most prominent citizen are: RAOUL LAMARRE, CAMILLE LAMARRE, MILIEN CATOR and PAULEAUS DEVER SEAU, all speculators.

CAZEAU

602

Cazeau is located 5 miles north of Port au Prince on the main road, and has a population of about 100 people. The National Railroad runs thru the settlement, but there is no station. There is an outpost of the Garde composed of two enlisted men. There is a small stream through the town which furnishes an ample water supply. There are no public buildings, except the Garde Barracks, which could shelter ten men.



CERCA CARAVAJAI
K8A-105 Scale $\frac{1}{4200}$
Alt. 6000

CERCA CARVAJAL:

Altitude - 984 feet

Population - 500

There is an outpost of the Garde composed of four (4) men stationed at Cerca Carvajal, which is a small mountain town situated in the mountains about 13.5 miles North Northeast, NNE, of Hinche. There are no roads leading into the town, but trails lead in all directions. All the houses of the town are of thatched native construction, except the Church and the Garde Caserne, which are of masonry and metal roofed. These buildings could accommodate about fourty (40) men.

There are no camp sites available. Water is obtained from nearby streams and must be boiled prior to drinking. Native fruits and vegetables are available in fair quantities, wood for fuel is abundant and grass for forage is fairly abundant. Farming and cattle raising are the principal occupations of the inhabitants. There are no citizens of importance.



Citadel
18A-130 Scale 3300
Alt. 6000

CITADELE:

The Citadele, known as the Citadel la Ferriere, and Christophe's Citadele, is situated on the summit of Bonnet-a-l'Eveque, 2,500 feet above sea level, and about 14 miles south of Cape Haitien. It was built of stone, brick, wood and metal, under the supervision of King Henri Christophe with a view to guard against rebellion, and as a stronghold against the all-feared French invasion, in accordance with plans and specifications prepared by one Felix Ferrier. The work was performed, and materials transported up the steep mountain-side by enforced labor of the surrounding populace.

The eastern side is the longest face, commanding the most vital approach. Its walls are 140 feet high, and its main gun corridor 270 feet long and 30 feet wide. Below it is the abyss of the Grand Boucan with a total sheer drop of 700 feet.

It originally contained more than one pieces of artillery, the heaviest weighing five tons, and many of which may still be found there bearing British, French and Spanish arsenal marks, as well as flintlock rifles, some with an American eagle and 13 stars moulded in the rifles, quantities of caked black powder, parts of powder casks, rifle balls, and other relics of, what was at that time, a well equipped and strong military force. Water was obtained and stored in a system of cisterns constructed on the roof.

During the earthquake of 1842, three fissures appeared in the walls of the citadelo. Some efforts have been made to restore this historic place, but nothing elaborate has been done due to the lack of sufficient funds for that purpose. It cannot be considered a fort, in the modern sense of the word, in view of its present state of repair and the fact that it is clearly visible from the sea and could be demolished in very short order by ships' batteries.

Due to the steep and sharply winding trail leading to the Citadele from Milot at the foot of the mountain, neither animal-drawn nor motor vehicles can reach the summit.

Three miles to the west of the Citadele, on a peak of similar height, may be seen the ruins of the Palace of Ramier, or the Wood Dove, with small redoubts surrounding the place, mostly in a state of ruins.

The nearest village to the Citadele is located at Milot, though several habitations, huts and exceedingly small farms growing fruits, vegetables, etc., may be found throughout the surrounding country.



CEREA LA SOURCE
K8A-103 SCALE 7245
ALT. 8000



CHANTA
K8A-128 Scale 4700
Alt. 5200

CERCA LA SOURCEImportance:

602-100

The town of Cerca la Source has an estimated population of about 800. It is situated at the bottom of a valley formed by Morne Pinquoi, Cacos Range and Pas de Right. The altitude is about 230 meters above sea level. The temperature averages 90 degrees Fahrenheit in the daytime and 72 degrees at night. The general health is good, but there is some malaria. There are no industries, the entire population being engaged in farming. All buildings are of the plastered wood type, with galvanized metal roofs. The garde Barracks could accommodate about 100 men. There are no camp sites available. Water is obtained from a river which passes near the town, and must be boiled when used for drinking purposes. The town is about 55 kilometers from Hinche and 28 kilometers from Thomassique. There is but one telephone in the town, and is under control of the Public Works. Native food is available in small quantities. Wood is the only fuel and is available in small quantities. The only available forage is grass. There are no foreigners and all the inhabitants are uneducated blacks. There are two schools. The town is governed by the Communal Magistrat. The most important citizens are: ALBARET A. SALOMOI - JUGE DE PAIX; H. APPOLON - Officer de l'Etat Civil; L. APPOLON - Deputy; BERNADOTTE JEAN-LOUIS - farmer, and D. APPOLON - Magistrat Communal.

CHANTAL

602

Importance:

602-100

Chantal, located on the banks of the Coquaine River, is a small inland town of about 300 people, situated about 6 miles northwest of Torbeck, and the elevation of the town is about 500 feet. It is of no importance and the majority of the inhabitants are illiterate blacks who operate small stores or engage in farming on a small scale. There is but one street in the town, very winding, and suitable only for animal and pedestrian travel. The roads were at one time good dirt roads, but since no work has been done on them in some years, they are at this time but little better than trails, and unsuited for automobile traffic. One leads to Torbeck, about 6 miles to the southeast, one to Carrefour Gefrard where it connects with the Cayes-Jermie Road, a distance of about 6 miles. There are two small schools, and they furnish very poor instruction. The average daytime temperature is 85 degrees Fahrenheit and the night time temperature averages 78 degrees.

Buildings:

602-700

The buildings at Chantal are all one-story, plastered frame buildings, with the exception of the Garde Barracks and the Church. The Garde Barracks is of the modified outpost type, built of concrete blocks, and capable of housing 8 men. The Garde outpost of two enlisted men is stationed therein at this time. The Church is of masonry, and could house about 25 men. Water is obtainable from the



Correllon
KBA-145 Scale $\frac{1}{1300}$
Alt. 7000

CHANTAL (Continued)

Coquine River about 75 feet from the Barracks. This is the only water supply, and should be boiled before drinking.

Personalities:

602-1500

The most important citizens are: JOSEPH LEXIMA and JOSEPH SAINT PAUL, both speculators.

CORNILLON

602

Garde Distribution:

Headquarters, Sub-District of Cornillon, 1 officer and ten men. Outpost of Saint Pierre 2 men.

Cornillon, with a population of 200, and at an elevation of 2,800 feet above sea level, is located in a narrow valley from 200 to 500 feet wide, between hills that rise about 400 feet higher than the town. There are no streets. A trail runs thru the town from west to east, and all houses are scattered along either side of this trail.

All the houses are native huts, with either thatched or metal roofs. The Garde Barracks is also of this type. The town is 16 miles northeast of Thomazeau, five hours by trail on horseback, the trail is fair. Cornillon is 4 hours by trail from Las Cahobas and five hours from Savanette.

The Garde Barracks is a three-room native hut and could accommodate 16 men, the Service d'Hygiene Building, also native hut, could house ten men, about 20 others could be billeted in the town. Due to the scarcity of water, there are no suitable camp sites nearby. The water supply is very limited during the rainy season, and during the dry season, there is practically no water fit for human consumption. Native beef and produce are plentiful as is wood to be used for fuel. Native forage is also plentiful.

The two rainy seasons extend from March to June, and from September to November. The temperature ranges from 70 to 87 in the summer and from 58 to 80 in the winter. Owing to the shortage of water, there are very few mosquitos, little fever, and the general health is good.

There are two wells in the town which furnish a limited supply of foul water in the wet season, but are totally dry during the dry season. There is a spring two miles west of town, which supplies a very limited supply of excellent water, but the supply is very low in the dry season. All types of natives are found here, but the blacks predominate.

There is one primary school in town, which is very poor. The usual type of Communal Government. There are no industries, the inhabitants all being farmers. The Church and Service d'Hygiene buildings are all of stone.

The most prominent citizens are: JOSABE CESAIRE, GABREUS RIVAL and SIMEON LACROIX.



Colony des Bouquiers
K8A-138 Scale 1:7000
Alt. 7000

CROIX DES BOUQUETS

Garde Distribution:

Headquarters, Sub-District Croix des Bouquets, 1 Officer and 12 men. Outpost of Thomazeau, 4 men. Outpost of Gloire, 2 men. Outpost of Orangers, 2 men.

Terrain and General Aspect:

Croix des Bouquets, with a population of 1,020 and at an elevation of 60 feet, is located on the plain of the Cul de Sac and is in flat country. The streets run generally north-south and east-west. They are of dirt, not graded or ditched and are very muddy in the rainy season. There are two markets, one at the center of the town, and one at the west end of town. Market day is Friday. There are no commercial, foreign or business sections, however the Telephone Central, Railroad Station, City Hall and Church are located facing the Market Square in the center of the town. There are no large stores, the inhabitants purchasing most of their supplies in Port au Prince. The City Hall, Garde Barracks, Church and Public Works Storeroom are of stone, all other houses are of native construction, having either metal or thatched roofs.

Table of Distances:

Croix des Bouquets is ten miles from Port au Prince by way of Cazeau and 15 miles from Port au Prince by way of Bon Repos.

Railroads:

The railroad of the Plaine du Cul de Sac (P.C.S.) passes through the town. There is a small station, which is not used. The train stopping in front of the City Hall.

Roads:

The road leading from the west end of the town is the Port au Prince Road by way of Cazeau. From the North side of the town a road leads to Pont Beudet two miles away. From the south side of the town a road leads south to Bassin Generale four miles distant and another to Ganthier ten miles away. From the northeast end of town there is a bulcart road following the railroad to Thomazeau.

Telephone & Telegraph:

The telephone and telegraph has its office in the City Hall. There are five local telephone subscribers.

Accommodations:

The Garde Barracks, a two-story Sub-District Headquarters Building, is capable of housing 25 men. Water is obtained from irrigation ditches or canals and is impure. Good water can be obtained from Bassin Generale four miles away. Few of the buildings are suitable for the accommodation of troops. Only 100 men could be billeted in the town.

CROIX DES BOUQUETS: (Continued)

Camp Sites:

Two companies could be camped on the grounds of the Garde Barracks and there are several sites suitable for camping large numbers of men on the road to the Bassin Generale. This locality is unsuited for permanent camps, due to the excessive heat in the dry season, lack of good drinking water, and the presence of hordes of mosquitos in the wet season.

Food, Fuel and Forage:

FOOD: Sugar Cane, plantains, beans, sweet potatoes, corn, rice and Haitian fruits are grown in quantity. Beef is plentiful.

FUEL: Wood and charcoal are used for fuel and are plentiful.

FORAGE: Grass, cane tops, corn and potato vines are used for forage and are plentiful.

Climate, Health and Water Supply:

CLIMATE: There are two rainy seasons, from March to June and from September to November. The temperature ranges from 80 to 100 degrees in summer and from 70 to 90 in the winter.

HEALTH: Although the climate is hot, the people are generally healthy, although due to the presence of many mosquitos, there is considerable fever among the natives, especially during the rainy season.

WATER SUPPLY: An abundant supply of water is obtained from irrigation canals and all precautions must be taken to purify it to render it fit for drinking purposes. Good water is procurable at Bassin Generale, four miles away.

Inhabitants:

All inhabitants are natives, except about 20, who are largely Dominicans. The City Government is the same as that at Petionville. There are three very poor primary schools. Education in general is badly neglected.

Occupations and Industries:

The majority of the inhabitants have small farms on the outskirts of the town, work in large cane fields, are day laborers, run small shops or engage in speculation in foodstuffs. There are no mills and no manufactures.

Most Important Citizens:

The most important citizens are: EMANUEL MIRVILLE, EMANUEL BLAIN, CHARLES MOTHERSIL, CHARLES SOLON MIRVILLE, AUREL POYAU, GEORGE LOCTANAR COMPERE, GEORGES LACQIBE, GUILLAUME TEVENIN, LOUIS BLAIN, AUGUSTE DUCOSTE, TURENNE POYAU and CYRUS BENJAMIN.



Croix des Missions
K8A139 SCALE 7000
Alt. 7000





Desdunes
K8A-1 3 SCALE 1/1000 ALT. 9000



DESSALINES
K8A-18 SCALE 5000
ALT 8000

DESDUNES

Desdunes, with a population of about 500, and slightly above sea level is situated on the south bank of the south fork of the Riviere l'Estere, about 2 miles from the mouth of the river, where it flows into the Gulf of Gonaives, and approximately 12 miles, airline, north of St-Marc, and an equal distance west of Dessalines. It is situated in the edge of the Plain of the Artibonite, where the plain joins the salt flats that border the coast of Haiti in this section. There are no stores, and all trade is carried on in the small market place at the northern edge of the town. There is an outpost of the Garde, composed of three enlisted men, which is housed in a masonry Barracks. This building, the Church, and two or three private homes are the only houses in the town that are not of the thatched native hut type. The population is entirely native. It is possible to drive an automobile to Desdunes from Dessalines at times during the dry season, but the majority of the town the road is open only to foot and animal traffic. The principal occupation is small-scale farming. Food, fuel and forage are scarce. Water is obtained from the Estere River, and must be boiled before drinking. A few men could be billeted in the Barracks and the Church, but good camp sites are not to be had, due to the marshy terrain. Malaria, syphilis and yaws are the most prevalent diseases. The most important citizens are: PIERRE LOUIS LOUIS; OCTAR GUILLAUME; PIERRE SAINVIL; PHILIPPE COMMISSAIRE; VATEY PIERRE LOUIS; JULES ODIGE; ISAAC GACON; MILLIER BLANC DORVIL; PIERRE SAINT PHARD; and GILLES MONCENT.

DESSALINES

602

Dessalines, with a population of about 2,500 people, including an outpost of three enlisted men of the Garde, is located north of Petite Riviere, northeast of St-Marc, and southeast of Gonaives. It is situated about 3/4 mile to the East of the St-Marc-Gonaives Highway, to which it is connected by a road well suited to automobile traffic. The town is laid out on level ground and is bordered on the north, northeast and east by the mountain chain named Petit-Cahos of Dessalines. In these mountains, and nearby are six ancient forts, all in a state of ruins, named "Culbite" "Decide" "Innocent" "Doco" "Madame" and "Lafin du Mond"

Six of the streets in the town run from east to west, and seven run from north to south. They are well constructed of dirt, rock and gravel, bordered by drainage ditches, and are quite dry within an hour after a rain.

The buildings are well constructed for a town of this size and unimportance, several being of two-story construction, and the majority have galvanized iron roofs. A few of the houses are constructed of cement, the majority of the remainder being of plastered frame construction, and the remainder being of mud with grass roofs.

The City Hall was built in 1929-30 and is in a good state of repair. The public Health Service Dispensary, though built in the Colonial Days is of masonry, and in excellent state of repair. The



Dondon
K8A-49 SCAJF $\frac{1}{5530}$
Alt. 7000

DESSALINES (Continued)

Garde Barracks, a standard outpost building is of masonry, and could accommodate 15 to 20 men. Water is obtained from nearby tributaries of the Eatere River, and must be boiled before drinking. A trail leaving Dessalines to the northeast passes through Pol, and continues on to St-Michel de l'Attalaye.

The most prominent persons in Dessalines are: BEAUBRUN BEAUBRIAND; EUGENE J.B. SEGUR; PHYRRUS CADET; ROLLIN ESTINE; CADET ROLLIN; CONSTANT BRISEUS; D'HAITI EPIPHANE; JEAN-PHILLIPPE LAFORTUNE and ROBERT D. MEZA.

DONDON

602

With a population of 1,200 and at an elevation of 1,370 feet, the village of Dondon is located 10 miles west of Grande Riviere on the north bank of the Vazey River, in the valley between Mt-Bourg on the NW., and Mt-La Source on the south and southeast. It is 2-1/2 miles south of the Citadel. The main street runs south to north and several cross streets run east and west. The streets are all undrained dirt and usually in poor condition. The market is in the western part of town and a few small stores are located facing the market. This is to the north of the Place d'Armes. There are no foreigners.

The Garde Barracks, Church and about 15 dwellings are of masonry with metal roofs, all other buildings being of plastered frame construction. It is 10 miles from Dondon to Grande Riviere and 7-1/2 miles to Saint Raphael. There are no automobile roads leading out of Dondon. The trail to Saint Raphael is poorly drained and always impassable to autos, as far as the Vazey River, 2-3/4 miles from Dondon. From this point to Saint Raphael the road is well drained and gravelled. The Road from Dondon to Grande Riviere is unsafe for automobile traffic due to the sharp turns and very steep grades in the mountains.

There is one telephone in the Garde Barracks, with connections to Grande Riviere and Cape Haitian. The Garde Barracks could accommodate 60 men and the Church another 100. Water must be obtained from the Vazey River, and must be boiled before drinking. The Place d'Armes, which could accommodate 300 troops is the only available camp site. It is well drained, on sandy soil.

Native produce is abundant, but beef is scarce, pigs are numerous. Wood and charcoal for fuel are plentiful. Corn is scarce, but grass for forage is plentiful.

There are two rainy seasons, viz. - November to April, and May to June. The average daytime temperature is 70 degrees Fahrenheit and that at night is 60. The general health is good, but pneumonia is prevalent during the rainy season. The most prevalent diseases are: Malaria, syphilis, yaws, rheumatism and intestinal parasites. The water supply comes from the Vazey River and is plentiful at all times. Must be boiled. The inhabitants are all natives, varying in color from black to light brown.



K8A-30 SCALE 1/8680
Alt. 9000

DONDON

There are five schools, all primary. Two being run by the Catholic Church, one for boys and one for girls, two by the Government, one for boys and one for girls, and a mixed school run by the Baptist Minister. The instruction in all the schools is very poor. The village is governed by a Magistrat Communal and three councilmen who are elected every two years by the people. The principal occupation is farming, and a few stores in the town which are run by women. The most important citizens are: MICHEL SAINT-JEAN, COVERDAL ANTOINE, THORES DANIEL, JULIO MENARD, HYNISDAL DORCIN, FRANGUEL FRANCOIS, DANTES MENARD, AMOS MENARD, PARISIEN FOUQUET, VILFORT EUCTACHE, COLBERT ATNOPE, SIMON HERIVAUX and MARIUS DOROSIER.

ENNERY

Ennery at an elevation of 1,050 feet, and with a population of 2,000, is at the foot of Puilboreau Mountain and the foot of the Montagnes Noires. The town is surrounded on all sides by high mountains. The Ennery River, flowing north, passes about .6 miles west of the town. The principal street of the town, "Rue Boyer" follows the floor of the valley in which the town is situated, and all other streets are either generally parallel to this street or at right angles to it, but none save the main street are much more than undrained alleys. The Garde Barracks and the Church are of masonry, all other buildings being either plastered frame or thatched native hut types of construction. There is an outpost of the Garde composed of three enlisted men. A small number of men could be billeted in the Barracks and the Church. Small camp sites on the outskirts of the town could accommodate small groups of men. There is a temporary aqueduct of bamboo canes, which pipes water from the Ennery River to a basin in front of the Garde Barracks, and the supply is quite large, water also could be obtained from the River, and all should be boiled before drinking. Ennery is on the Main automobile road from Gonaives to Cape Haitian, about 18 miles east of Gonaives, and 43.5 miles southwest of Cape Haitian. This road is an excellent two-way automobile road open at all seasons, except that at times after heavy rains, the streams that cross the road are flooded, and it is at times necessary to wait several hours for the flood waters to subside. Another two-way automobile road leads southeast to St-Michel, a distance of about 16 miles, from St-Michel, this road is somewhat narrower, and leads east and southeast thru Maissade to Hinche. This road is usually passable, except after rains when the streams crossing the road are flooded. Numerous trails lead from Ennery into the surrounding country, but they are suitable only for animal and pedestrian traffic. A French Priest is the only foreigner in Ennery. There is a telephone office in Ennery, with communications throughout the Republic. Beef, goats, native fruits and vegetables are fairly abundant; wood for fuel is unlimited and grass for forage is obtainable in fair quantity. Syphilis and yaws are fairly prevalent. The most important



Farmer
K8A-116 Scale 10,000
Alt. 10,000



Fond Parisien
K8A-141 Scale 6800
Alt. 7000

ENNERY (Continued)

citizens of the town are: JULES VARNET; DORVALA ADOLPHE; GIRIUS ADOLPHE; HERMOGENE LEEFEVER; THOMAS LOUIS; CLEUS MICHAUD; SALOMON LEBRUN; OSCAR VARNET; LARARRE GASPARD; LETICI AUSUSTIN; HENRY MOUS-CADY; DIEUDONNE ST-CHARLES; THEODORE ADOLPHE; LEFILS ALMOINE; ROLAND ADOLPHE; CALIXTE BATHELEMY and BELAMOUR JEAN-CHARLES.

FERRIER

602

Ferrier with a population of 500 and at an elevation of 50 feet is located on a wooded plain 8-1/2 miles south east of Ouana-minthe, 4-1/2 miles east of the Ouanaminthe-Cape Haitien Road and 3 miles west of the Dominican Border. There are two streets, one north-south and one west-east, both in bad condition, but passable to carts and automobiles during the dry season. The market is in the southeast corner of the town. There are no stores, but several small tafia shops. No foreigners reside in the town. The houses are all of one-story native construction. The road leading to the Cape Haitien-Ouanaminthe Road is an undrained dirt road and passable only in the dry season. There is one telephone, located in the Garde Barracks. There is an outpost of the Garde composed of three men. The Garde Barracks is 21 feet x 62 feet and will accommodate 30 men; the Catholic Church is 25 feet x 60 feet and will house 40 men. The only available camp site is east of the Church that is level and well drained. Water is obtained from the Canon River and a well is in the center of the town. Water must be boiled for drinking. Native produce and beef are obtainable in large quantities. Charcoal and wood for fuel are available in large quantities and corn and grass for forage are available at all times for forage, except that grass is somewhat scarce toward the end of the dry season. The rainy season is about from April to November. The average daytime temperature is 80 degrees F., and that at night averages 55. Fever and malaria are prevalent during the rainy season. 90% of the populace are blacks and 10% mulattos, the majority of both being illiterate. The Juge de Paix is the ranking public official. The logwood industry, farming and bee-keeping are the principal occupations and there are the usual artisans in the town. The most prominent citizens are: JOSEPH MAXI NELSON, VOLTAIRE NICOLEAU and FABIAN TOUSSAINT.

FOND PARISIENNE

602

The outpost of Fond Parisienne consists of 2 men, Garde. Fond Parisienne is an outpost of Ganthier, about 6 miles east of that town. The population is about 100, and the altitude is 200 feet. The road from Fond Verrettes on the Dominican Border to Croix des Bouquets and Port au Prince passes thru this town, and great quantities of foodstuffs are packed thru the town on the way to Port au Prince. The Garde Barracks, Church, and two homes are the only buildings in the town which are not thatched roof native huts. The Garde Barracks is a two-room native hut with a metal roof. Water is obtained from springs about one-half mile from town and is fairly plentiful. Food,



Fond Verrettes
K8A-140 Scale $\frac{1}{4600}$
Alt. 7300



FURCY
K8A-120 SCALE 4150
ALT. 9200

FOND PARISIENNE (Continued)

fuel and forage is plentiful and the climate and health is about the same as that in Ganthier. No railroads. No telephones. No river nearby. The town is flat.

FOND VERETTES

602

The outpost of Fond Verrettes has 2 men, Garde.

Fond Verrettes, with a population of 75, and at an altitude of 2,500 feet, is an important outpost of the Sub-District of Ganthier, as it is near to the Dominican Border. It is located at the head of a narrow valley about 15 miles east of Fond Parisienne. A large market is the excuse for the town, which is dirty and ill kept. The Barracks here is a standard outpost building. With the exception of the church and one school, all other buildings are thatched native huts. Water is obtained from springs southeast of the town, and is usually plentiful. There are no telephones or telegraph. No roads. The climate is cool and healthy.

FURCY

602

Population 50 - Elevation 5,200 feet.

Furcy is located on a ridge connecting the mountain south of Kenscoff with the LaSelle Range to the South. There are no rivers, but many springs nearby. There is a church and 8 well built houses, all others are of native construction. The better houses are all owned by people in Port au Prince, and are used solely as rest houses. It is just an unimportant mountain village. Furcy is three miles from Kenscoff by trail and twenty hours by trail from Jacmel. There is one telephone in the Garde rest camp, which is connected with Petionville. There are no Garde Barracks. The Garde Rest Camp could billet about 20 men and about 50 more could be billeted in the private houses. There is an ample supply of pure spring water. There is no large cane site, but several small ones, with excellent spring water near at hand. Native produce and beef can be obtained in quantity, wood for fuel is also obtainable and grass and corn are obtainable in any quantity. The average temperature is approximately 4 to 5 degrees lower than that of Kenscoff at all times. The inhabitants are all friendly negroes, uneducated. No schools. The sole occupation of the natives is farming.

GANTHIER

602

Headquarters, Sub-District of Ganthier 1 Officer, 10 men.
Outpost of Fond Verrettes, 5 men.
Outpost of Fond Parisienne, 2 men.

Ganthier, with a population of 150, and at an elevation of 200 feet, is located at the southeastern end of the Cul de Sac. It is located at the foot of the mountain at that end of the plain, and the



Ganthier
K8A-142 SCALE 5800
Alt. 5000





Glore
K8A-144 Scale 5000
Alt. 3000

GANTHIER (Continued)

surrounding country is very dry and arid. Water supply is piped from a spring about one mile to the south. There are no streets, the houses being located on both sides of the road passing through the town from Croix des Bouquets to Fond Parisienne. All the houses are typically native with either galvanized iron or thatched roofs. There are but two two-story houses in the town. There are no foreigners. No stores. Ganthier is 12 miles from Croix des Bouquets and 6 miles from Fond Parisienne. A dirt road (Croix des Bouquets-Fond Parisienne) passes through the town from East to West. There is a telephone in the Garde Barracks. The Barracks is capable of housing 16 men. 40 other men could be billeted in the town. Good water is plentiful. Open fields near town provide good camp sites, well drained, and with a plentiful supply of good water. Native produce, fruits and vegetables; wood and charcoal for fuel, and grass and corn for forage are plentiful. Open fields near town provide good camp sites, well drained, and with a plentiful supply of good water. Native produce, fruits and vegetables; wood and charcoal for fuel, and grass for forage.

There are two rainy seasons, viz - April to June and September to November. The temperature ranges from 80 to 100 in summer and from 70 to 90 in winter. Although the climate is hot, the general health of the natives is good. There is considerable fever due to the numerous mosquitos, which are specially bad during the rainy seasons. The water supply is excellent and ample, being spring water. All native types are represented in the population. Cattle raising and farming are the principal occupations. There are two very poor primary schools. Education in general being neglected. The most prominent citizens are: LAVAUD CELESTIN, PIERRE EDMOND, DESULME LOUIS, MAISONOEUVRE BERTRAND, JUSTIN MOISE and FELIX VALES.

GLORE

602

The Sub-Station of Glore, with a population of 5 and at an altitude of 40 feet, is located in the northeast corner of the Cul de Sac, on the Northwestern end of Lake Sumatra. There is no town, only two native shacks with galvanized iron roofs. One the Customs House, with scales alongside, and the other the Garde Barracks. Glore is 6 miles east of Thomazeau. An automobile road passable at all seasons runs west to Thomazeau. The two houses at this station would accommodate a total of 16 men. No other shelter available. There is an open field to the south which could accommodate two companies of men, however, this is not well drained, and the mosquitos are plentiful. Food fuel and forage could be obtained at Thomazeau. Climatic and health conditions are identical with those at Thomazeau. Excellent springs 100 yards distant furnish an unlimited supply of absolutely pure water. The population consists of two Gardes, one Customs Collector and two civilian natives.



Grande Riviere
K8A-37 Scale $\frac{1}{8845}$
Alt. 9000

GRANDE RIVIERE DU NORDGarde Distribution:Distributed as follows: -

Headquarters, District of Grande Riviere	3 Officers	77 men
Sub-District of Grande Riviere	1 Officer	
Outpost of Bahun	1 Officer	36 men
Outpost of Dondon		3 men
Outpost of Milot		3 men
Outpost of La Citadelle		4 men
		12 men
Sub-District of LeTrou	1 Officer	10 men
Outpost of Limonade		3 men
Outpost of Sainte Suzanne		3 men
Outpost of Terrier Rouge		3 men

Terrain and General Aspect:

Grande Riviere with a population of 3,000 and at an elevation of 155 feet, is situated in the valley of the Grande Riviere du Nord, and is practically surrounded by hills. The town is approximately 15 miles south of Cape Haitian. The streets are narrow and irregular, only two of which, running NW by SE, are open to vehicular traffic. All streets are of dirt and undrained, and generally in poor condition. The commercial section of the town is located in the eastern section around the market place, and near the river. There are no foreigners in business in this town. There are three former Frenchmen, who are now naturalized Hatians who are in business. Two of them run whole-sale and retail provision and dry-goods establishments and also speculate in foodstuffs. The other is a speculator in foodstuffs. The only foreigners of note are a Catholic Priest and three Catholic Sisters who teach in the schools. There is no special residential section. There are a few buildings of masonry and wood, all others are of typical native construction. There are approximately 25 two-story buildings in the town, but the majority are in such poor condition as to render them unfit to live in. The majority of all buildings have galvanized iron roofs. The Garde Barracks and the Church are the only public buildings. All other buildings used for public purposes are rented from Haitian owners.

Tables of Distances:

The distance from Grande Riviere to Cape Haitien by road is 15-1/2 miles; to Milot 5-1/2 miles; to Dondon 10 miles; to Sainte Suzanne 7-1/2 miles; to Limonade 17-1/2 miles; to LeTrou 25-1/2 miles; to Terrier Rouge 31-1/4 miles; to Bahun 10 miles and to the Citadel 10 miles. The distance to Cape Haitien by railroad is 15 miles and to Bahun is 10 miles.

GRANDE RIVIERE DU NORD (Continued)Railroad:

The National Railroad of Haiti operates a single track 42" gauge, line from Cape Haitien to Bahun, through Grande Riviere a distance of 24-1/2 miles. The railroad station at Grande Riviere is a cement block, galvanized iron roofed, building 21' 6" x 48', with 3 rooms. There is also a loading platform alongside the station 14' x 54'. The station is located at the Northeast corner of the town, near the river. The rolling stock of the company consists of 2 small wood burning locomotives with tenders, eight flat cars, 3 box cars, 3-3rd class coaches, 2 1st class coaches and 1-2nd class coach, 2 motor cars, 6 hand cars and 6 push cars. All material and equipment not in use is stored in Cape Haitien.

Roads:

The Grande Riviere-Milot-Cape Haitien Road is the only road leading out of town. It leads from town for a distance of 4-1/2 miles in a NW direction, connecting with the Milot-Cape Haitien Road at Barriere Battante, turning south for 1-1/4 miles is the town of Milot. The distance from Milot to Cape Haitien is then about 10 miles. At Carrefour Lamort, 7 miles from Milot, this road has a branch that leads to Limonade, LeTrou, Terrier Rouge and Ouanaminthe. This road, the Grande Riviere-Cape Haitien Road is dirt, surfaced with gravel and ditched on both sides, and is passable at all times.

There is a new road from Grande Riviere to Dondon, but it is unsafe for vehicular traffic. This road branches off from the Cape Haitien Road at Carrefour Menard, 1-1/4 miles from Grande Riviere. The road is in good condition for 1-7/8 miles south of Carrefour Menard, easy gradient, surfaced and ditched on both sides. At this point the road starts up the slopes of Grande Gille Mountain, and is very dangerous for any but small cars. The climb up the slopes of this mountain is a distance of 3-3/4 miles. The remainder of the distance is flat and straight. This latter section of the road is almost always impassable to autos. There is a trail from Grande Riviere to Bahun, which follows the course of the Grande Riviere and is very rough and impassable at times during the rainy season. The trail from Grande Riviere to Sainte Suzanne is very rough, steep in places, and dangerous in the wet season, and at times impassable of access due to the depth of water in the Grande Riviere.

Telephone and Telegraph Lines:

There is no telegraph line in Grande Riviere. The telephone system is under the supervision of the Public Works Department. The office is in a rented room. The switchboard has a capacity of ten lines. There are four of these lines in operation. Two for private business, one for the Garde and one for Captain Shaker, Gd'H. Long distance connections are maintained to all parts of Haiti. The National Railroad maintains a private telephone line, with connections at Cape Haitien, Grande Riviere and Bahun.

GRANDE RIVIERE DU NORD. (Continued)Accommodations:

The Garde Barracks occupies a walled-in compound 170 feet x 100 feet, about 700 feet from the Railroad Station. The Barracks is a two-story masonry building 40 feet x 22-1/2 feet, there are two wings extending to the rear. The upper story of the main building is used as the office of the District Commander, the lower floor is the guard room and the sleeping quarters of enlisted men. There are 24 standard bunks in this room. The wings are used as prisons, etc., and sick bay, which has two cots. It would be possible to accommodate 150 troops in these barracks. The water supply would be obtained from a 6" drilled well, 95 feet deep, located in the Place d'Armes, 100 feet from the Barracks. The water is pure. There is a hand pump line from this well to the barracks. There is always an ample supply of water from this well, except at times when the pump is out of order, then it is necessary to obtain water from the river, and this water must be boiled. The Catholic Church would accommodate 150 men; the Adventiste Church 75 men; the Baptiste Church 74 men. These buildings are all near the Garde Barracks, and the messing facilities, toilets, baths, etc., in the Barracks could be used. An abandoned logwood factory could accommodate 75 men, but there are no sanitary or messing facilities. Two two-story residences near the railroad station, now occupied by the District Commander and the Sub-District Commander could accommodate 40 men each. The Rectory next to the Garde Barracks could accommodate 75 men, and has excellent sanitary equipment. There is a well with a hand pump in the rear yard of this building.

Camp Sites:

The Place d'Armes, 300 feet x 300 feet, located in the NW central part of the town would make a good camp site, slopes gently to the river, is well drained, grass covered and is sandy soil. Water could be obtained from the river for washing and bathing, and drinking water from the well previously mentioned. No shelter. There is another excellent camp site at the northern edge of the town, bordering on the railroad track, it is approximately 300 feet x 250 feet, sandy soil, grass covered and well drained. Water from the river could be used for bathing and washing and drinking water would be hauled either rail or truck from the well in the Place d'Armes. This camp would accommodate about 400 men. There are no buildings and no shelter.

Food, Fuel and Forage:

FOOD: Native produce, fruits, vegetables, rice, corn, beans, etc., are plentiful.

FUEL: Wood and charcoal for fuel are plentiful.

FORAGE: Corn and grass are plentiful for forage at all times.

Climate, Health and Water Supply:

There are two rainy seasons, viz. - May-June and November to February. The average daytime temperature is 85.1 degrees Fahrenheit and that at night is 66.3

GRANDE RIVIERE DU NORD (Continued)Climate, Health and Water Supply: (Continued)

The general health condition of the people is good. The most prevalent diseases being malaris, syphilis, yaws, rheumatism, conjunctivitis and intestinal parasites.

The water supply is obtained from the Grande Riviere and the drilled well in the Place d'Armes. The well is a drilled well with 6" casing, 95 feet deep, and is equipped with a hand pump. This water is absolutely pure. River water should be boiled prior to drinking. The supply from both sources is plentiful at all seasons.

Inhabitants:

Seventy percent of the inhabitants are of the lower class and the remaining 30% are of the middle class. There are none of the so-called "Elite." 90% are blacks and 10% mulattos of various shades. Those in political power all belong to the so-called middle class and all are outwardly friendly to the present government, and fairly efficient, with the exception of the Magistrat Communal who is letting the place go to pieces. Approximately 60% of the people in town can read and write, and the majority of the middle class have fairly good education having studied in Cape Haitien or Port au Prince. The general attitude is friendly with no opposition apparent at this time. There are four primary schools in the town, three National, and one private conducted by the Baptist Church. All schools are houses in ordinary Haitian houses, with fair equipment. There are about 750 pupils. The city is governed by a Magistrat Communal and councillors, who are elected by the people every two years.

Occupations and Industries:

The principal occupations are farming, trading, speculation and agriculture. There are five wholesale and retail merchants in the town, of which A. NOVELLA is the most important. There are active mills, the only manufactures being hats, baskets and bricks.

Buildings:

The principal buildings in the town are: the Garde Barracks, Catholic Church, Baptist Church, Adventiste Church, Catholic Rectory, an abandoned logwood factory, two residences occupied by Officers of the Garde and the store of A. NOVELLA.

Most Important Citizens:

The most important citizens are: FREDERIC MICHEL, ARISTAQUE GUERRIER, DUMONT GUILLAUME, JOSEPH RICHELIEU AUGUSTIN, JOSUE BERNARD, KERLEGRAND CONZE, SEGUR CONZE, MICHELET MARS, JEAN CONZE, SEPTIMUS ADRIEN, SENECHOSE BENOIT, HELIODORE DORCINVILLE, HYPOLITE MONPOINT, SOLON THIMOTHE, MORALUS BLOT, ARCHIMEDE MONPOINT, DEMESVAR PEIRRE JEROME, LEONIDAS NERE, JOSEPH JASMIN, SAINT-CLAIR GUERRIER, EMILE MONPOINT and TELEMAQUE JEAN-BAPTISTE.



Grosse Roche
K8A-III SCALE $\frac{1}{3500}$
ALT. 6000



GROS MOR NE
K8A-20 scale
Alt: 8000 7344

GROS MORNE

Gros Morne, with a population of 2,750, and at an altitude of 650 feet, is situated on the north bank of the Trois Rivières, in a very mountainous section at the base of the northern peninsula of Haiti, 18.7 miles north of Gonaïves and 36.4 miles southeast of Port de Paix, on the Gonaïves-Port de Paix automobile road. This road is an excellent two-way automobile road, passable at all times, except after heavy rains, when the rivers which cross the road many times are out of their banks, and it is then necessary to wait until the overflow subsides. There is a road leading east to Pilate, but this road is passable only for short periods of time during the dry season, and then only for very light cars. There are no other roads leading out of Gros Morne, but numerous trails lead in all directions.

The main street of the town (Gonaïves-Port de Paix Road) is of dirt, surfaced with gravel. All other streets of the town are of dirt and undrained, and impassable in wet weather.

The Garde Barracks, the Church, the Presbtery, the Episcopal Church, the Sisters' House and a residence owned by M. PHILIPPE ZAMOR are of masonry construction, all other houses in the town are of the plastered frame or thatched native hut construction. The stores of the town are all facing the market place in the southwest section of the town. A small number of men could be billeted in the masonry buildings mentioned above, and small groups could be camped about the edge of the town and at a distillery on the northern outskirts of the town on the Gros Morne-Port de Paix Road.

Water is hauled from the Trois Rivières and must be boiled before drinking. Beef, goats, native fruits and vegetables are available in small quantities; wood for fuel is obtainable in any desired quantity, and grass is obtainable in fair quantity. There are two or three distilleries in the town, but the principal occupation of the inhabitants is farming on a small scale.

There is a telephone in the Garde Barracks, with connections to Gonaïves and Port de Paix. There is a Sub-District Headquarters of the Garde at Gros Morne, composed of 1 Officer and 10 men.

Malaria, syphilis and yaws are the most prevalent diseases.

HINCHE

602

Garde Distribution:

District of Hinche	7 Officers	236 men
Headquarters, District of Hinche	2 Officers	125 men
19th Mobile Co. (Hinche)	3 Officers	49 men
Sub-District of Hinche, composed of:		
Outpost at Cerca Carvahal		4 men
Outpost at Thomonde		4 men
Outpost at Los Palos		2 men



HINCH
K8A-100-SCALE 5230
ALT. 10,000



Hinche
KBA-100-2 SCALE 1
Alt. 10,000 5230

HINCHE (Continued)

Sub-District of Cerca la Source, composed of	1 Officer	22 men
Outpost at Castilleur		3 men
Outpost at Lamielle		4 men
Outpost at Thomassique		8 men
Sub-District of Maissade, composed of	1 Officer	12 men
Outpost at Madame Joie		3 men

Importance:

602-100

Hinche is situated in the center of Haiti, 127 kilometers from Port au Prince and 49 kilometers from Las Cahobas. The city is located on a large level plain. The Department Headquarters of the Military Department of the Center is located here. There are five schools in the city, two of which are under the control of the Government,

Population:

602-200

The population is estimated at 6,000, mostly uneducated blacks and there are no foreigners.

Climatology:

602-400

The climate is semi-tropical, the average daytime temperature being 90 degrees Fahrenheit and the average at night being 75 degrees. The rainy season extends from April to September or early October. The elevation of Hinche is 235 meters above sea level.

Industries:

602-500

There are no manufacturing industries, the principal occupation of the inhabitants being farming, with a few being engaged in shoemaking, carpentry, tailoring and small merchants.

Streets:

602-600

The town is in the form of a quadrilateral. The streets are dirt, and cross at right angles. The main road into Hinche from Port au Prince is a two-way dirt road, with topping of sand and gravel. This road is passable during the entire year except during extremely wet weather.

Buildings:

602-700

All buildings are of one or two story, plastered frame type, with galvanized iron roofs. Only the Hospital and Officers' Quarters are of masonry construction. There are no public buildings of any size or importance. The Garde Barracks is a two-story building, 110 feet by 48 feet. The storeroom of the Garde is 158 feet by 25 feet. This includes the garage. In the rear of the Barracks is a Mess Hall 109 feet by 18 feet. The Prison is 164 feet by 88 feet. The Caserne can accommodate 300 men, and a nearby church could accommodate a few more. Camp Sites: Camp sites are available west of Hinche at Papaille. The Samana River passes thru this location and water is plentiful.

HINCHE (Continued)

Hospitals:

602-800

There is a hospital of masonry construction, under the supervision of the Public Health Service, with a capacity of approximately 25 beds.

Transportation:

602-900

There are no street cars or railroads. Trucks, automobiles and pack animals being the only means of transportation.

Water Supply:

602-1000

Water is obtained from the rivers. There is a hydraulic service under the supervision of the Service d'Hygiene. This service supplies fresh and well disinfected water to the Hospital and the Garde Officers' Quarters. Water is also obtained from a well in the Garde Compound. This latter must be boiled prior to drinking.

Resources:

602-1200

Native produce and beef are plentiful and can be purchased in large quantities. Fuel, both wood and charcoal are plentiful. Forage is plentiful except in the dry season.

Personalities:

602-1500

The population, which is all native, is divided into two classes. The first class is composed of those who are educated in any degree; this class includes all the office holders. The second class which comprises about 95% of the population, is composed entirely of uneducated blacks. The most important citizens are: LUC VIEUX; JULES PERALTE; LEOPOLD PINCHINAT; SAMUEL JEAN GILLES; VITELLUS LABONTE; ERNEST KLEBERT; PAUL COICOU; HELVETIUS TOUSSAINT; LOUIS CELESTIN; MILIUS JOSEPH DELACRUZ; ANTONY WOOLEY; EMMANUEL DESHOMTES and PETION GULOUE.

Telephones and Telegraph:

602-1800

There are no telegraph instruments in Hinche, all messages being spelled out over the telephone lines. Telephone service is available to all large towns and cities in the Republic. There are no local subscribers, and the telephones are all located in Garde Barracks.

Topography:

602-2600

The general aspect of the country around Hinche is mountainous. There are several fairly good roads leading out of Hinche. One to Port au Prince, passes through Thomonde, Las Cahobas and Mirebalais; another to Mirbalais; another leading to Pignon and Cerca Carvajal, while another leads to Belladere.



KENSCOFF
KONATE SCALE 7500
AK 12000



Kaimosi
K8A-12H Scale $\frac{1}{7500}$
Alt. 12,000

HINCHE (Continued)Table of Distances:

<u>Hinche</u> to Thomonde	19 kilometers
Las Cahobas	49 "
Mirebalais	72 "
Port au Prince	127 "
Maissade	19 "

Aviation Fields:

602-3100

There is a large aviation field at Hinche, located at Lattes on the east side of the town, in front of the Garde Officers' Quarters. This field is used by planes of the Marine Corps, and maintained by the Garde.

KENSCOFF

602

Population 300 - Elevation 4,500 feet.

Kenscuff is located on the second range of mountains south of the plain of Cul de Sac. The hilly nature of the country making the surrounding country very picturesque. There are no streets, the houses being set on either side of the Furcy Road, which leads thru town. There is no commercial or business section. There are about 20 stone bungalows and two-story houses, with five now under construction. The remainder of the houses are typical native huts. The better class of houses are usually occupied only during the summer months.

Kenscuff is 10 miles from Petionville and 15 miles from Port au Prince. The road to Port au Prince is a good hard surfaced road all the way. The public telephone and the telegraph are located in the Hotel Dereix. There is a telephone in the Garde Barracks and two other telephones in private homes. There is an outpost of the Garde consisting of 2 enlisted men. The Barracks is a modified outpost building and could accommodate 10 men. 200 men could be billeted in the other buildings mentioned. There are no large camp sites, but five or six which could accommodate two squads each could be located, with excellent supply of pure spring water. There is an excellent and ample supply of native fruits and vegetables all the year. Charcoal is brought from Port au Prince and pine wood from the LaSelle Range of Mountains, and is very expensive. There is an excellent grazing place south of town, but corn and grass cannot be purchased in any great quantities.

There are two rainy seasons, one from March to June and the other from September to November. The temperature ranges from 67 to 85 in the summer and from 56 to 78 in the winter. Kenscuff is one of the healthiest places in the world, having no diseases save those that are common to the natives throughout the country, viz. yaws and syphilis. There is an abundance of drinking water, absolutely pure at all seasons. The permanent inhabitants are all negroes. The principal occupations is farming. There are no public buildings. The most important citizens are: PAUL GUELCE, JASPILIS JOSEPH, ORELIEEN CORIOLAN, BOUTE, MYRTIL SMITH and SIFFRAD NARCISSE.



Los Palos
K8A-101 Scale 7200
Alt. 8000

LOS PALOS:

Altitude - 760 feet

Population - 750

There is an outpost of the Garde at Los Palos, composed of two (2) enlisted men.

Los Palos is a small town located in a high savanna about five miles east of Hinche, to which it is connected by a road that is usually passable to vehicles.

There is a telephone in the Garde Barracks. The town has no importance, and all houses, except the Garde Caserne are of the native thatched roof type.

There are no important citizens.



LA Chapelle
K8A-16 scale 1
Alt. 7000



Lamielle
K8A-104 Scale $\frac{1}{4100}$
Alt. 5000

LA CHAPPELLE

La Chappelle is a small unimportant town with a population of blacks, including an outpost of the Garde consisting of three enlisted men, regularly stationed here. It is situated on level ground to the west of the Deliande River, which joins the Artibonite River about 250 yards east of the town. There are no streets in the town, and only 13 houses of plastered frame construction and about 20 others of mud and thatch. There are no foreigners in the town, and the Garde Barracks is the only public building. This is the standard type of outpost building, capable of housing about 15 men. Water is obtained from the nearby river, and must be boiled prior to drinking.

No roads lead out of the town. There is a trail from Petite Riviere, and this trail branches here, one spur going to Mirebalais and the other branch leading to Savane Mme. Michel in the vicinity of Mt-Crochu. It is approximately 20 miles southeast of Verrettes, 27 miles southeast of Petite Riviere, about 18 miles northwest of Mirebalais, and about 15 miles north of Savane Mme. Michel, by trail.

The most important citizens in LaChappelle are: GORDON FORMUL; JEAN FRANCOIS OVILMA; C. JEAN-BAPTISTE CLEURJEUNE and A. JOSEPH SAINT-IAQUE.

LAMIETTE

602

A town of about 400 people, 2-1/2 hours horseback by trail, north of Cerca la Source. The Garde Barracks will accommodate about 20 men. One telephone. Town is of no importance.

LOS CAHOBAS

602

Garde Distribution:

District of Los Cahobas, consisting of:	7 Officers	98 men
Headquarters, District of Los Cahobas	5 Officers	52 men
Sub-District of Los Cahobas, Outpost of Savanette		3 men
Sub-District of Mirebalais	1 Officer	14 men
Outpost of Saut d'Eau		3 men
Outpost of Terre Rouge		3 men
Sub-District of Belladere	1 Officer	20 men
Outpost of Roi Sec		3 men

Importance:

602-100

Los Cahobas is located in the bottom of a small valley formed by a narrow cut in the Montagnes Noires, about 78 kilometers east of Port au Prince, 47 kilometers south of Hinche and 28 kilometers west of Belladere. It is the Headquarters of the District of Los Cahobas. There are five schools in the town, three of which are under government control. These schools give but a fair degree of education. The town is governed by the Tribunal de Paix, an Officier de l'Etat Civil and one Notary.



LOS ANGELES
K8A-96 Scale 7337
Alt 8000

LOS CAHOBAS (Continued)

Population:

602-200

The population is estimated at 2,000, mostly uneducated blacks. There are no foreigners, save for a few Dominicans.

Climatology:

602-400

The climate is semi-tropical. The rainy season occurs during the months of July, August and September. The temperature averages during the day 90 degrees Fahrenheit and at night about 70 degrees. There is no data available on the average rainfall. The general health conditions are good, although malaria is prevalent. The elevation is 202 meters above sea level.

Industries:

602-500

The chief industry is farming. The farms are small and the soil not very productive. A few of the people are engaged in running small shops and speculate in produce. No factories.

Streets:

602-600

The few streets of the town are of hard packed dirt, and run NW-SE, with no cross streets. There is no business section.

Buildings:

602-700

All buildings are of the one-story plastered frame type, with galvanized iron or thatched roofs. The only exception is the Garde Barracks, which is of concrete 45.4 meters by 32.8 meters. This building could accommodate 150 men. This is the only building in town suitable for billeting troops.

Camp Site: The old Garde d'Haiti Camp, now used as a rifle range is the only suitable camp site.

Water Supply:

602-1000

The water supply is obtained from rivers and must be boiled.

Resources:

602-1200

Native food is available in small quantities. Wood is the only fuel available, and is obtainable in any quantity. The only forage available is native grass.

Personalities:

602-1500

The population, composed almost entirely of uneducated blacks. The most important citizens are: R. DENISART - Dupty; THEAGENE REMY - Magistrat Communal; MURAT JOLY - Surveyor and CAMILLE MONTERO - Farmer.

Telephone and Telegraph Lines:

602-1800

There are no telegraph lines. There is one telephone line with two telephones, one in the Garde Caserne and in the District Commander's Office



L'ATLASAYE

K8A-27 Scale
Alt. 7000 5605



La Victoire
K9A-107 Scale 5200
Alt. 7000

LOS CAHOBAS (Continued)

Topography:

602-2600

Table of Distances:

<u>Los Cahobas</u> to	Mirebalais	23 kilometers
	Belladere	28 "
	Thomonde	30 "
	Hinche	49 "
	Maissade	67 "
	Savanette	32 "
	Saut d'Eau	41 "
	Port au Prince	78 "

L'ATTALAYE

602

L'Attalaye is a rural section in the Commune of St-Michel about 5 miles southeast of St-Michel. From 1920 to 1925 a large American Agricultural Company operated plantations here, and later a Haitian Company took over the operation of the lands, however for some years there have been no operations. There is an outpost of the Garde stationed at L'Attalaye, and they are quartered in a modified outpost building capable of accommodating 10 men. Buildings on the nearby plantations could billet considerable bodies of men, but food is scarce. Wood is plentiful and grass abundant. There are no important citizens.

LA VICTOIRE

602

La-Victoire, with a population of 600 and at an elevation of 2,000 feet, is located in the mountains 18.7 miles by trail, southeast of St-Raphael, and 33.2 miles east, also by trail, from St-Michel. There are no real streets in the town, mere paths connecting the houses which are not laid out in any regularity. The houses of the town, except for the Garde Barracks, which is of masonry, are all of the thatched native hut type.

There is an outpost of the Garde composed of three enlisted men. There is no telephone in the town. The Garde Barracks could billet 10 men. Water is obtained from nearby mountain streams, and must be boiled before drinking. Native fruits and vegetables are abundant; wood for fuel is obtainable in any desired quantity and grass for forage is obtainable in quantity. The rainy season extends from April to October.

Malaria is practically unknown, but syphilis and yaws are somewhat prevalent. The most prominent citizens are: PREVILUS AUDATHE; V. ST-NATUS; MICHELET MARS and D. JASMIN.

LE TROU

602

Garde Distribution:

Sub-District Headquarters Le Trou	1 Officer	10 men
Outpost of Limonade		3 men
Outpost of Sainte Suzanne		3 men
Outpost of Terrier Rouge		3 men



Le Trou
K8A-41 Scale $\frac{1}{5000}$
Alt. 9000

LE TROU (Continued)

With a population of 2,000 and at an elevation of 80 feet, the town of Le Trou is located 17-1/2 miles southeast of Cape Haitien on the northwest bank of the Trou River, in a large plain which extends from the mountains to the sea. Mountain ranges lie to the southwest, south and southeast about 2-1/2 miles distant. The streets run NW-SE and NE-SW. The principal streets are those that go thru town NE-SW; the cross streets are too narrow for vehicular traffic.

There are three foreigners in town: One Dominican - jeweler; one Italian - merchant; and one Frenchman - merchant. The principal business houses are two-story masonry edifices, with the lower floor used as a store, and the upper as living quarters. The general type of house is the plastered frame building with metal roof. There are four schools, three are masonry buildings, and one is a private residence. Le Trou is 17-1/2 miles from Cape Haitien; 5-1/2 miles from Terrier Rouge; 8-1/8 miles from Limonade; 6-1/4 from Sainte Suzanne; 4-3/8 from Caracol and 10-5/8 from Perches. There is a trail from Le Trou to Perches, which leads out in a southeasterly direction, and is passable for horses at all times. The road from Le Trou to Limonade is a graded, graveled dirt road that is passable to autos at almost any time. The road to Torrier Rouge is a well drained graveled dirt road, passable at all times, except when the ford across the Trou River is flooded, but this usually drains off in a few hours. The road to Caracol is passable to autos for half the distance, and the remainder is simply a trail for mounts and pack animals. The road to Sainte Suzanne is passable to auto traffic for the first four miles, then is no more than an ordinary trail.

There is a switchboard with three plugs, under the supervision of the Public Works. There is a telephone in the Garde Barracks, and connections with Sainte Suzanne and Cape Haitien.

The Garde Barracks could accommodate 100 men, with good sanitary accommodations. There are three small schools and the dispensary could also house a few men. The public square on the banks of the river would afford a small camp site, and another is to be found at the southwestern end of the town in a small savanna, on the road to Sainte Suzanne. Water is obtainable from five wells in the town and from the Trou River, and all must be boiled before drinking. Native produce and beef is plentiful. Charcoal and wood for fuel are also plentiful, grass for forage is plentiful at all times, but corn is at times very scarce. The rainy season is from October to February. The average daytime temperature is 76 degrees Fahrenheit and at night 70 degrees.

There are many deaths during the rainy season from Malaria and Tuberculosis; malarie, tuberculosis and syphilis are the most prevalent diseases.

The natives are generally black and gingercake. The politicians are typical. The majority of the people are illiterate. The schools are poor but well attended. The town is governed by a Magistrat Communal and four councilmen elected every two years by the people. The principal occupations are bee-keeping and farming. There are two



K8A-133 Scale $\frac{1}{7000}$
Alt. 7000

LE TROU (Continued)

public trucks in the town engaged in passenger business between Le Trou and Cape Haitien. There are the usual artisans and public office holders.

The most important citizens are: OCTAVE BENLIZA, COUSTANTIN PIERRE-LOUIS, PROPHETE GUERRIER, AURELE GUILLAUME, GERMAIN ARTY, EMMANUEL ZEPHIRIN, JOSEPH GRANVILLE LAFOSSE, OSIRIS LAMOUR, DUMARSAIS AUGUSTIN and AUREL SALVANT.

LIMBE

602

Limbe, with a population of about 2,000 people, and with an elevation of about 50 feet above sea level, is situated on the Cape Haitien-Gonaives highway, about 15-1/2 miles from Cape Haitien. An outpost of 5 enlisted men of the Garde d'Haiti is stationed in the town.

The town of Limbe, which lies at the base of the mountain range that is almost due south towards Plaisance and Puilboreau, extends for about half a mile along the main highway. Mountains are located to the east and to the west, with the terrain rising gradually toward Plaisance, with flat land towards the north. The main highway, where it runs through the center of the town, is called Rue Cap-Haitien, and is the principle street in Limbe.

All streets are of dirt or clay, and are poorly maintained. There is no real business section, although most of the small stores are located along Rue Cap-Haitien. Five foreigners reside in the town, one French priest, 3 French Sisters, and one Syrian merchant.

Practically all of the houses are of plastered frame construction, with native straw or palm covered shacks on the outskirts of the town. The Catholic Church, situated on the Rue Sageste, near the Place du Marche, is about 50 feet by 150 feet. It is of masonry construction and could accommodate 150 men. The Garde Barracks, which is 21 feet by 61 feet, and of the standard outpost type, constructed in 1929, is of masonry construction. It is located on the north side of the Place d'Armes and could accommodate about 20 men.

Water can be obtained from a well in the Caserne grounds, but should be boiled. The Presbyterian residence of the priest, is a two-story wood and plaster building with a sheet iron roof, about 30 feet by 50 feet, situated on Rue Cap-Haitien, and could accommodate about 25 men. The Exole Soeurs, located on Rue Cap-Haitien, is a two-story wood and plaster building with the usual tin roof, about 34 by 45 feet in size, and could accommodate about 25 men. The Place d'Armes, in front of the Garde Barracks, which lies to the north of Rue Cap-Haitien, in the northwest section of the town, has ample space to accommodate about 300 men under tents. Sufficient water can be obtained from the well in the barracks grounds, about five other surface wells located throughout the town, or from the Limbe river nearby.

Two telephones are located in the town, one at the office of the telephone company, and the other at the Garde Barracks. Native foodstuffs are raised in this vicinity in large quantities and corn



LIMONADE
K8A-38 Scale 1/8900
Alt. 8900

LIMBE (Continued)

and grass for forage can be obtained from the nearby mountains. The principal rainy months are October, November and December, though rain falls in considerable quantities during practically the entire year in this region.

The temperature averages from about 70 degrees low, to about 85 degrees F., mean maximum high, with the night temperature about 10 to 15 degrees lower. The inhabitants of the town are principally engaged in farming, and in the manufacture of native earthenware vessels. Frequent rains and inadequate drainage systems account for the prevalence of malaria.

The most prominent people in the town are Arteaud Bien-Aime, Victor Charles, Lefranc Cotin, Mathieu Mesidor, Emmannel Jeanty, Coeuril Normilus Laguerre, Merlet Pean, Mation Mesidor, Oduma Fils Louis, Delinka Delmarre Charlot, Thobius Thelusma Charles, Tamer Besard, Alexandre Corcius Frederic.

Limbe is about 15-1/2 miles from Cape Haitian, 13 miles to Plaisance, 47 miles to Gonaives, 57 miles from Ouanaminthe and 6 miles to Port Margot.

The Limbe River which rises in the mountains of Marmelade to the South, passes about 1/4 mile East of town and flows into the sea near Bayeux. The main highway crosses this river just east of Limbe over a modern steel bridge. Frequent floods during the rainy season wash away the fills at each end of this bridge, and result in an interruption in traffic.

LIMONADE

602

With a population of 1,000 and at an elevation of 45 feet, Limonade is located 8-3/4 miles southeast of Cape Haitien on a broad savanna at the forks of the Cape Haitien - Ouanaminthe - Bois de Lance Roads. The southwest side of the town lies at the foot of two small mountains: Mt-Dereal and Mt Bellevue par le Roi. The Anguille River passes along the eastern side of the town. The soil in this section averages 20 to 25 feet deep. There are several wells in the town, with an average depth of ten feet, and in the rainy season these wells overflow.

The streets run generally north-south and east-west, are not ditched or drained and are generally very poor. The market is in the southeast side of the town adjoining the cemetery. The stores are scattered throughout the town and for the most part are in private dwellings. There are no foreigners.

The public buildings are the Garde Barracks, Catholic Church, Adventiste Chapel, Dispensary and City Hall, all other buildings in the town are of typical native construction, except that the majority of them have metal roofs.

The Grande Riviere passes about 1-1/8 miles west of town. Limonade is five miles from Quartier Morin; 7-1/2 miles from Grande Riviere; 8-1/6 miles from LeTrou and 8-3/4 miles from Cape Haitien.



MAISSADE
K8A-117 SCALE 1/7147
ALT. 8000

LIMONADE (Continued)

The road to Quartier Morin extends from the town in a northerly direction, and is passable for motor traffic at all times. The road to Grande Riviere is a bull-cart road as far as Carrefour Jean Bernard and from there to Grande Riviere is an automobile road. The road from Limonade to LeTrou is a dirt road, ditched, drained and gravelled, always passable to motor traffic.

There is a telephone in the Garde Barracks, with connection to Cape Haitien, and LeTrou. The Barracks is a modified outpost building and can accommodate 10 men. The city hall would accommodate 40 men.

There is a camp site on the banks of the Anguille River, on the southeast side of town, well drained and water would be obtained from the river. Must be boiled prior to drinking. There is another small camp site on the northeastern side of the Pont Anguille, on the public highway.

Water would have to be obtained from the wells in the town or from the river, and all should be boiled. Native produce, pork, beef, mutton and chickens are plentiful. Charcoal and firewood are plentiful. Grass is plentiful, and corn is seldom scarce. The rainy seasons are from October to January. The average daytime temperature is 74 degrees Fahrenheit and at night the average is 70 degrees. The general health is about the average. Fevers and syphilis are the most prevalent diseases. The majority of the populace are black and illiterate. The schools are poor and the teachers incompetent. The principal occupations are farming and cattle raising.

The most important citizens are: PERICLES JEAN-PHILLIPE, JOACHIN CHARLES, PAUL DANTES JEAN-BAPTISTE, OCTAVIUS MONDESIR, DANTES MEWARD, LECLERC BLAISE, ARTHUR DUTTON, LEON GABATON, PREVAL LANGE and ELIACIN PROSPER.

MAISSADE

602

Garde Distribution:

Headquarters of Sub-District of Maissade	1 Officer	12 men
Outpost of Madame Joie		3 men

Maissade is a town situated about 128 kilometers East of Gonaives and 16 miles (kilometers) west of Hinche, and has an estimated population of 1,500 to 2,000 persons. The altitude of the town is 260 meters above sea level. The average daytime temperature is 90 degrees Fahrenheit and the average at night is 70 degrees. The rainy season usually covers six months, and begins in April.

Malaria is highly prevalent. Agriculture is the principal occupation. Native produce is abundant, wood for fuel may be obtained in large quantities and corn and grass is obtainable for forage in any quantity. Water is obtained from nearby streams and the quantity is unlimited, but it must be boiled when used for drinking purposes. The few streets of the town are straight. All houses are of the plas-



MARMEIADE
K9A-29 SCALE 7800
ALT. 9000

MAISSADE (Continued)

tered frame type, one-story. The Garde Barracks is capable of accommodating 12 men.

Camp sites are available in the surrounding terrain.

There is a telephone in the Barracks, for military uses only. The inhabitants are uneducated blacks. A Communal Council is the governing body of the town. There schools are very poor. The town is of no importance politically or otherwise.

The most prominent citizens are: VOLATIRE POENCY, RAPHAEL MIGUEL, ARNOUX LECSTHENE, BRIZARD BOILEAU, GILLE GERIBALDI, BEAUGE PERICLES, HECTOR CHARLES-PIERRE, MOISE GILLES, ARNOUX FONTANGE, JEAN ONECIPHOR and CHARLES PETION.

MARMELADE

602

Marmelade, with a population of approximately 900 persons, and at an elevation of about 900 feet above sea level, is situated in a high mountain valley about 13.5 miles north of St-Michel. It is in the center of a very fertile section, composed of four enlisted men, housed in a barracks of the standard outpost type.

Marmelade is quite an important market center for the crops of coffee, cacao and cotton grown in the district.

The streets of the town run north-south and east-west, but are of very little importance. The Church, the Presbtery and the Garde Barracks are of masonry; all other buildings in the town are either of plastered frame or native thatched construction. Accommodations for approximately 50 men could be found in the three buildings mentioned above. Camp sites for fairly large bodies of men can be found in the vicinity of the town. Water is procured from nearby streams, and is plentiful at all times, but should be boiled before drinking.

Beef cattle, goats and pigs are to be had in limited numbers and native fruits, vegetables and other products are abundant; wood for fuel is plentiful; grass for forage is to be had in any desired quantity at all times. In addition to the water obtained from the streams, there are several springs in the vicinity.

The climate is unusually damp, the rainy season lasts from April to July, but there are light rains throughout the so-called dry season. There is a telephone in the Garde Barracks, connecting with St-Michel. Marmelade is 26 miles from Ennery by road that is usually passable to automobile traffic, except after heavy rains, when the streams that cross the road are out of their banks. Trails connect Marmelade with Dondon, 13 miles to the East, and with Plaisance, 13 miles to the northwest. These trails are never passable to traffic other than pedestrian and animal traffic.

Health conditions are usually excellent. Syphilis and yaws are prevalent. There are several traders and speculators in the town, but the principal occupation of the populace is farming and breeding on a small scale.



Mme Joie
K8A-1B-5cale 6000
Alt. 8000

MME. JOIE:

Altitude - 1,200 feet

Population - 300

There is an outpost of the Garde composed of three enlisted men. The town is composed of about fifty native thatched roof houses with the exception of the Garde Caserne, which is of masonry, and has a metal roof. Water is obtained from the Canot River, and must be boiled before drinking.

Mme. Joie is about 3.5 miles West of Maissade by trail. There are no roads leading into the town. Trails lead in all direction. The Garde Caserne could accommodate about 10 men. There are no other billets available, and camp sites are scarce, save for small groups of men. Native fruit, vegetables and grain are plentiful, also beef cattle; wood for fuel is abundant and grass for forage is to be had in large quantities.

The trails are almost impassable in the rainy season.

Syphilis and yaw are prevalent diseases.

There are no important citizens.



Milot
K9A-131-5cale $\frac{1}{6868}$
Alt. 7000

MILOT

With a population of 1,500 and at an elevation of 132 feet, the town of Milot is located at the foot of Mt-Perches de Bonnets, 12 miles south of Cape Haitien. It is surrounded on the east, south and west by high hills. The Amende River, a small stream, runs thru the center of the town in a northwesterly direction.

The few streets all parallel the main street which is a continuation of the road from Cape Haitien, and run north and south. The main street is the only one open to vehicular traffic. There is an old iron bridge in the center of the town, but this is unsafe for automobiles. There are no stores, and all commerce is transacted in the market place in the northwestern section of the town. The entire town is residential.

The Catholic Priest, who is French, is the only foreigner in the town.

There are three small houses on the main street that are of brick or masonry, all other houses in the town are of typical native construction.

Milot is 12 miles from Cape Haitien, 2 miles from Kilometer 17, the nearest station on the National Railroad, and 5-1/2 miles northwest of Grande Riviere. The Citadelle is located on the top of a mountain, 2,700 feet high, and 4-3/8 miles south of Milot. The road to Cape Haitien is a dirt road, with gravel surface, well ditched, and always passable. 1-1/8 miles from Milot there is a branch from this road which leads to Grande Riviere. The Cape Haitien Roads has a ford 2-1/2 miles from Milot which sometimes overflows, but usually is again passable after two or three hours. The Road to Grande Riviere from Carrefour to Grande Riviere is poorly drained and in the rainy season is in very poor condition.

There is one telephone in the Garde Barracks with connections to Grande Riviere and Cape Haitien. The Garde Barracks is a masonry building which would accommodate 60 men, the rest house in the rear of the Barracks would accommodate 10 men. There are two camp sites: one 40 feet x 50 feet in the rear of the Barracks, and another 300 feet x 100 feet west of the ruins of King Christophe's Palace. There is a spring on the latter place.

Native produce is plentiful, and beef can be obtained in small quantities. Wood and charcoal are obtainable for fuel in any desired quantities. Grass is plentiful for forage, but the supply of corn is limited. The rainy seasons are from November to April and May and June. The average daytime temperature is 80 degrees F., and at night 68 degrees.

The general health is good. The most prevalent diseases are Malaria, Syphilis, yaws, rheumatism and intestinal parasites. The water supply of the town is obtained from the river which runs thru the town and from springs to the west of Sans Souci Palace. There is a sufficient supply but water from both sources must be boiled before drinking.

The majority of the people are black. There are the usual politicians and artisans in the town, and the remainder are engaged



Microfilm
K8A-95 Scale 7246
Alt. 8000

MILOT (Continued)

in farming. The politicians are the best educated type of the citizens.

There are two very poor primary schools in the town. The town is governed by a Magistrat Communal and three councilmen who are elected by the people every two years. All farms are small, except that of the Comme Il Fault Tobacco Company, which covers 300 acres a short distance northwest of the town. The Barracks and Church are the only masonry buildings in town. The ruins of the Palace Sans Souci are located on a knoll overlooking the south side of the town. The ruins of two forts built by Christophe in 1810, lie near the town to the east and west.

The principal citizens are: ST-MARTIN FABIOUS, LUC MICHEL, CELESTIN AUGUSTIN, SIMON LAVAU, ETIENNE LUCAS, JOACHIM PACHOUTE, MARISE CESAR, SADRAC JOSEPH, GABART ETIENNE, PAUL ROUCHON and VALCIUS ETIENNE.

MIREBALAIS

602

Importance:

602-100

Headquarters of the Sub-District of Mirebalais, with one Officer and 14 men of the Garde. Mirebalais is situated on a plateau 55 kilometers from Port au Prince (East); 23 kilometers west of Los Cahobas and 125 kilometers from Petite Riviere. Due to its location, it is important strategically. The town is governed by a Communal Council.

Population:

602-200

The population is about 500, mostly composed of uneducated blacks. The only foreigners are a few Dominicans.

Climatology:

602-400

The climate is semi-tropical, the daytime average temperature being about 90 degrees Fahrenheit and the night temperature being 70 degrees. The elevation of the town is 230 meters above sea level. Rainy season is usually from June to September.

Industries:

602-500

There are no manufacturing industries, the chief occupation being farming.

Streets:

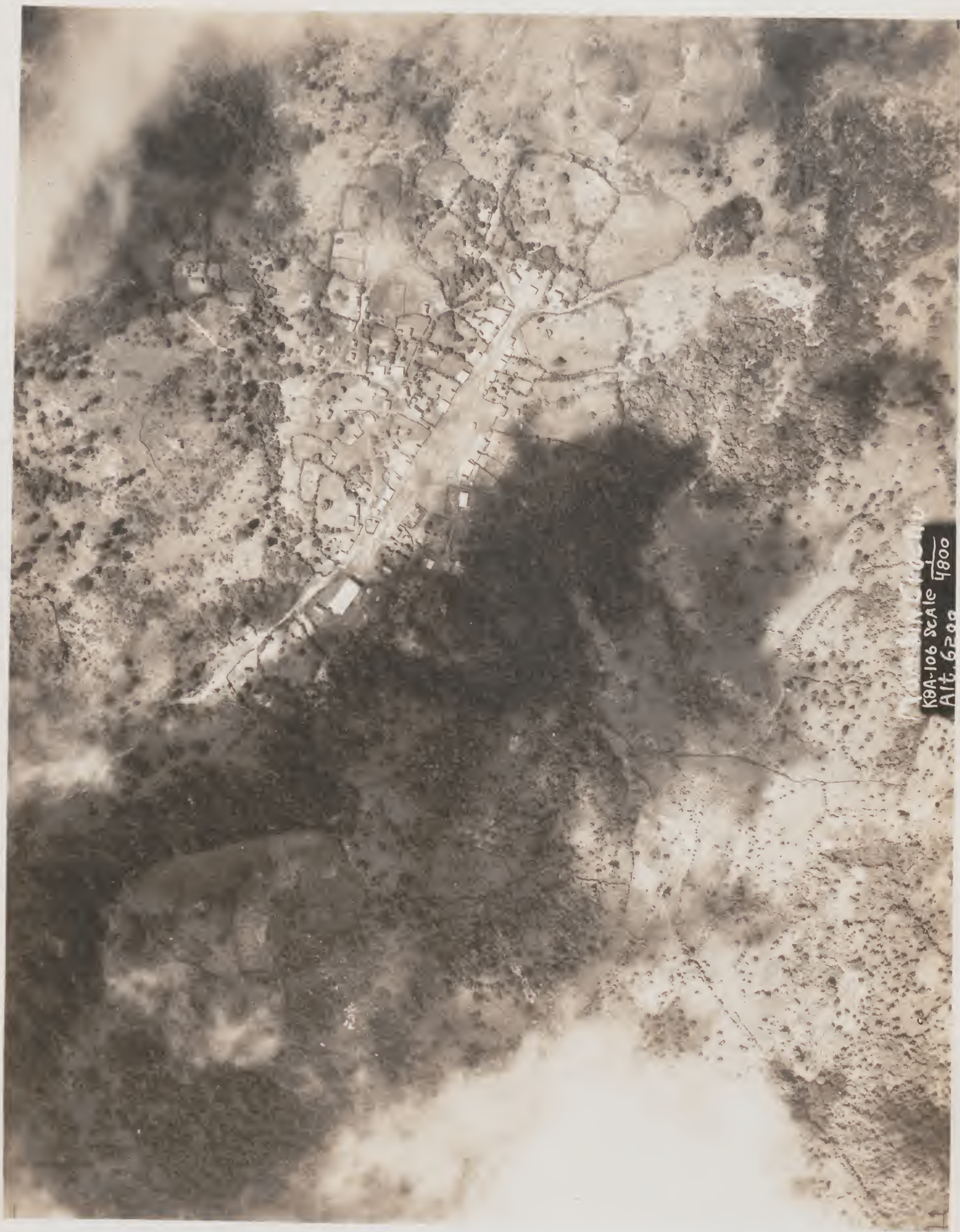
602-600

There are no streets, the town paralleling the Mirebalais - Port au Prince Highway, which is a two-way dirt road, with sand and gravel topping.

Buildings:

602-700

The buildings are all of the plastered frame type, one-story high, with sheet iron or thatched roofs. The Garde Caserne is capable of housing 150 men.



K8A-106 Scale 1/4800
Alt. 6200

MIREBALAIS (Continued)

602-700

Camp Sites for large numbers of troops are available about 2 kilometers from the town. Water is available.

Water Supply:

602-1000

Water is obtained from the Artibonite and LaThele Rivers. The supply is plentiful and of good quality, but must be boiled for drinking.

Sanitation:

602-1100

Health in the community is excellent, as the climate is generally dry and there is no stagnant water.

Resources:

602-1200

Native produce and beef are plentiful. Wood for fuel is obtainable in almost any quantity. Forage, such as corn, grass and sugar cane leaves are obtainable in fairly large quantity.

Personalities:

602-1500

The majority of the people are uneducated blacks, very few having any education. There are three very poor schools.

Telephone & Telegraph Lines:

602-1800

There is one telegraph line. There is one telephone in the Garde Caserne.

Aviation Fields:

602-3100

None. However, the surrounding country is suitable for same.

Personages:

The most important citizens in Mirebalais are: EDGARD CANTAVE; EMAISON BOSQUET; FONTAINE CHARLOT; CLEMENT CHARLOT; ICART CHARLOT; ST-ARMAND ANAILLO; DELILLE FEDE; JULES GUIGNARD; RAYMOND INNOCENT; PENORD INNOCENT; ALEXANDRE IPHAIS; LOUIS PACOMBE; LELIO PERALTE; MERETTE PRUDOR; LOTAIRE JEANNOT; FRANCOIS NELSON; ERESIAS DUMAS; SAINTIL THOMAS and VILLERAT MICHAUD.

MOMBIN CROCHU

602

With a population of 500 and at an elevation of 1,400 feet, the town of Mombin Crochu is located on a rolling plain 17-1/2 miles southeast of Vallieres; 5 miles north of La Victoire; 52 miles southeast of Ouanaminthe and 30 miles east of Baho. There is an outpost of the Garde composed of 4 enlisted men. The only street in the town runs from east to west, and is undrained and in very poor condition.

Mountains lie to the north, west and south and a rolling wooded plain extends about 15 miles to the east to the Section Bois Laurence. There is a small stream about 50 yards to the north of the town. The market is located in the center of the town. There are no



Mt. Orphanise
K8A-113-SCALE 1/300
Alt. 7000

MOMBIN CROCHU (Continued)

general stores, but there are a few rum shops scattered about.

All the inhabitants are natives. All houses are of the typical native types, one-story in height. There are two schools in the town. There are no roads in the section, but all trails are passable to mounts and pack animals throughout the year.

There is a telephone in Garde Barracks, with connections to Vallieres and Fort-Liberte. The Garde Barracks would accommodate about 30 men, the Church about 35. There is a fairly large camp site west of the town that is well drained. Water may be secured from a nearby stream and should be boiled before drinking. Native produce and native beef is obtainable in large quantities, wood for fuel is available in any desired quantity, and corn and grass for forage are to obtainable in large quantities except in the dry season. The rainy season extends from April to November.

The average daytime temperature is about 74 degrees fahrenheit, and at night is 52 degrees.

Various types of fever are prevalent during the rainy season, due to the large numbers of mosquitos at that time. The inhabitants are friendly but lazy. Blacks are most of the population, 95%, and the remaining 5% are mulattos. Those in political power are the usual native politicians.

The schools are well attended. The ranking official is the Juge de Paix. Many small farms and coffee groves near the town are owned and operated by the inhabitants of the town, and cattle raising is also the occupation of many. There are a few masons and carpenters in the town, and several men make their living by sawing planks by hand from pine logs.

The most prominent citizens are: SALOMON AUDATE, ANATOLE BELLOTTE, OCTAVE GELIN, THEODORE PRUDHOMME, RETHEL SAINT FLEUR and THERLIO SAINT FLEUR.

MONT-ORGANISE

602

With a population of 900 and at an elevation of 2,700 feet, the town of Mont-Organise is located on top of Mountain Meliard 14-1/2 miles south of Ouanaminthe, 40 miles from Cerca la Source, 7 miles from Carice and 5-1/2 miles west of the Dominican Border. There are two streets in the town, running north-south, and they are both well drained and gravelled. There is a small stream 5/8 mile west of town. The main trails that lead to this town are always in poor condition, but are always passable to mounts and pack animals. A dirt road covers 10-1/2 of the 14-1/2 miles between Ouanaminthe and this town, ending at the foot of the Mountain Meliard, and is passable during the dry season.

There is a market at the northwest corner of the town, enclosed by a wire fence. There are no general stores, and a few rum shops scattered through the town, run mostly by women. There are no foreigners in the town. There are two public schools. All buildings are of native construction. The 10-1/2 miles of dirt road leading



MORAN
KBA-73 SCALE 1/700
ALT. 5000

MONT-ORGANISE (Continued)

from Ouanaminthe to Mont-Organise is but about one-fourth ditched or drained. Three main trails lead into the town. One from Ouanaminthe to the north, another from Cerca la Source to the south and the third from Carice to the east. All are undrained.

There is a telephone in the Garde Barracks, connected direct to Ouanaminthe.

The Garde Barracks would accommodate 30 men, the Church 30 and the town hall another 15. Water is secured from a small stream 5/8 miles west of town, and must be boiled for drinking purposes. The only available camp site is a public park, north of the Garde Barracks; it is well drained.

Native produce and beef can be obtained in sufficient quantities, wood is available in any quantity for fuel and corn and grass are available, except that grass is usually scarce at the end of the dry season.

The rainy season extends from April to November. The average daytime temperature is 72 degrees F., and that at night averages 50.

Fever and malaria are prevalent during the rainy season. 98% blacks and 2% mulattos make up the population, the majority of whom are illiterate. The politicians are the usual native type. The schools are very poor, but well attended. The town is governed by a Magistrat and four councilmen who are elected by the people. Farming and coffee growing are the principal occupations, although there are a few hand saw-mills which cut lumber, by hand, from pine logs. The most important citizens are: JACQUES SAINT ANTOINE, EMMANUEL ARNAUD, BERTELUS CEDIO, GRAVEUS CODIO, EMMANUEL DUVIVIER, HORACIUS JEAN, CIUS MARC-ANTOINE, THIMOTE PREVILUS, ST-LOUIS PRUDHOMIE and DUDLEY SALVANT

MORON

602

MORON is a small interior village located about 15 miles to the southwest of Jeremie, situated in a valley facing the Grand River of Jeremie, and the surrounding country is extremely mountainous. It has an elevation varying from 75 to 350 feet above sea level, and a population of about 125. There is one road that leads to Jeremie, to the northwest, a distance of about 15 miles, and to Chambellon, a small town to the southwest, about 9 miles distant. Moron is about 13-1/2 miles east of Dame Marie. The road is of dirt construction, but is suited to automobile traffic from Jeremie to Chambellon, which is three fourths of the distance to Dame Marie. The houses are small thatched structures except for the Garde Barracks and the Church.

There is an outpost of the Garde of two enlisted men. The Barracks are of the modified outpost type designed to accommodate 3 men, with two small cells for prisoners. The church can accommodate about 50 men. The only source of fresh water is the nearby Grand Riviere of Jeremie. The inhabitants are uneducated blacks engaged in farming on a small scale. The most important citizens are: ANTOINE POLYDOR, JUGE DE PAIX, EDGARD HENRY, SUPPLIEANT JUGE, and TERCIUS GERMAIN, officer de l'Etat Civil.



ORANZERS
KB A-17 SCALE
Alt. 5000

ORANGERS

Orangers, with a population of 200 and at an altitude of 2,500 feet, is located in the mountains about 15 miles north of Bon Repos. There are no streets, the houses being arranged on both sides of the trail that leads into the town. All houses are of native construction with thatched roofs. There are no public buildings. Orangers is 10 miles from Saut d'Eau and 15 miles from Bon Repos. The Garde Barracks, which is of the modified type could house 8 men. The other buildings in the town would furnish very poor accommodations for a company. Good camp sites are found at either end of the town, on well drained land, with a large supply of good water. This water should be boiled for drinking purposes.

Native fruits and vegetables and native beef are plentiful. Wood for fuel is abundant. For forage, grass, corn, cane tops and potato vines are obtainable in any desired quantity. There are two rainy seasons, viz. from March to June and from September to November

Temperature ranges from 70 to 87 in the summer and from 58 to 80 in the winter. Health conditions are good, and there are very few mosquitos. The water supply is ample, from springs, but should be boiled for drinking purposes. All types of natives are found here, and the town is governed by the officials at Croxi des Bouquets. The sole occupations of the populace are farming and cattle raising. The most important citizens are: NEUS MERCY and ESTACHE HERARD.

OUANAMINTHE

602

Garde Distribution:

District of Ouanaminthe as follows:	8 Officers	103 men
Headquarters, District of Ouanaminthe	2 Officers	
Sub-District of Ouanaminthe	3 Officers	63 men
Outpost of Capotille		3 men
Outpost of Ferriere		3 men
Outpost of Fort-Liberte		4 men
Outpost of Mt-Organise		6 men
Outpost of Carice		3 men
Sub-District of Vallieres	1 Officer	11 men
Outpost of Mombin Crochu		4 men
Outpost of Les Perches		3 men
Outpost of Acul Samedi		3 men

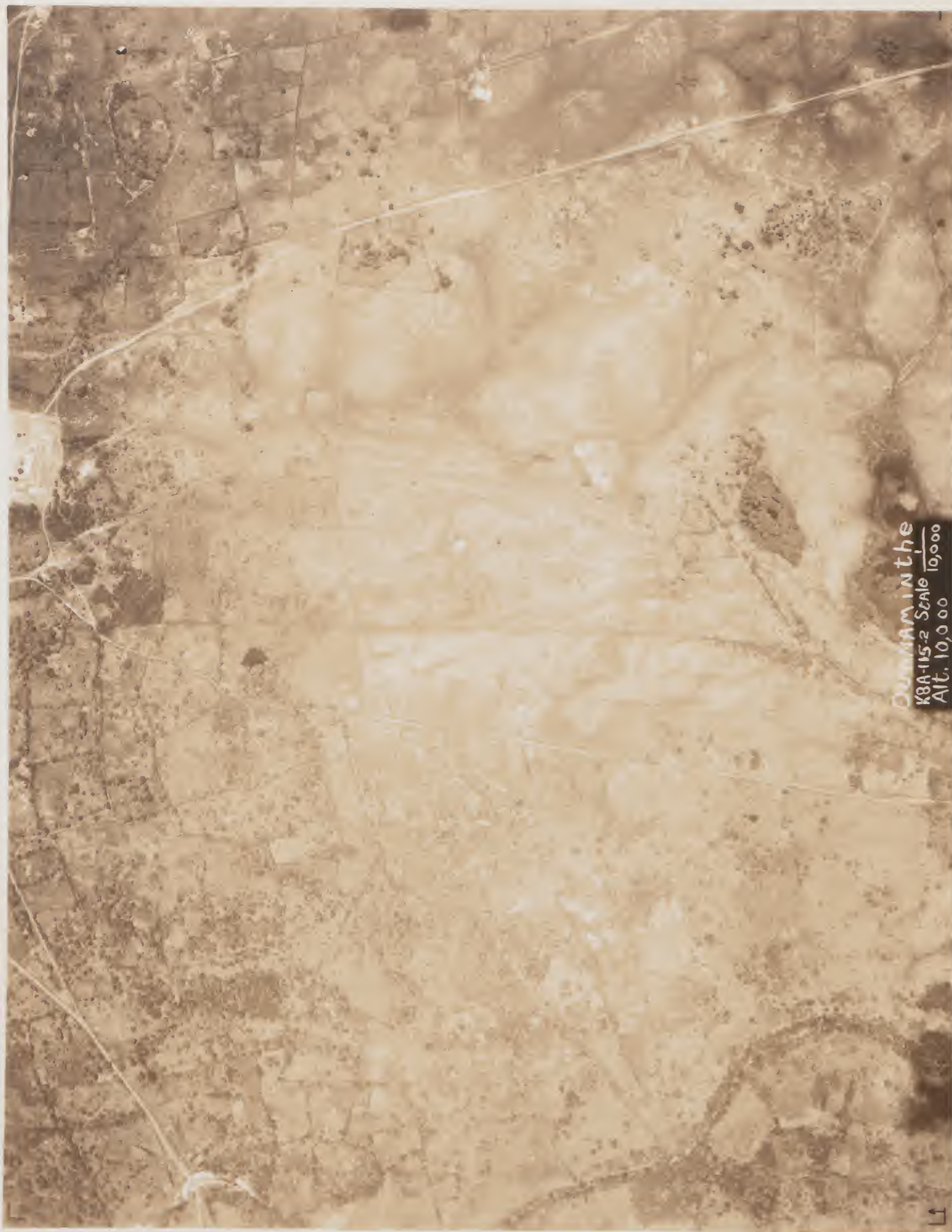
Importance:

692-100

With a population of 2,000 and at an elevation of 75 feet above sea level, the town of Ouanaminthe is located on a plain on the west side of the Massacre River, which is the border between Haiti and the Dominican Republic at this point. The Canary River flows 3 miles south of town in a westerly, then northerly direction, 1/4 mile west of town, and continues north to the sea. The Sable River flows 1-1/2 miles west of town to the sea. The Port Canal River flows about 3 miles west of town in a northerly direction and into the sea.



QUANAMINTS
K8A-115-1 Scale 10000
Alt. 10000



DUMMAMINTHE
K8A-115-2 Scale 10,000
Alt. 10,000

OUANAMINTHE (Continued)

The country north of town is flat and wooded, while that to the west and south is open rolling plain. The public buildings, viz., are Catholic Church, Brothers' School, Customs House and Dispensary, all of masonry construction with metal roofs; the Town Hall is a combination wood and masonry building with metal roof. All other houses are either of mortar or wood with metal or thatched roofs, with the exception of a large number of typical native huts.

Climatology:

602-400

The rainy season is from April to November. 85 degrees F., is the average annual temperature between the hours of 8:00 A.M. and 5:00 P.M., and 55 the average between the hours of 9:00 P.M. and 6AM.

Industries:

602-500

There are no mills or factories in the town or nearby, the principal occupation of the people being agriculture, farming and cattle raising. There is only one store of any size, this operated by a Syrian, there are numerous small shops. There are the usual tradesmen to be found in a town of this size.

Buildings:

602-700

The Garde Barracks, of masonry with a metal roof, is 24 feet x 51 feet and could accommodate 100 men. The Brothers' School, a two-story, concrete block building with metal roof could accommodate 150 men; the Town hall, a combination two-story building of wood and masonry with metal roof could roof 50 men. The catholic Church, 100 feet x 50 feet of masonry with metal roof could accommodate 100 troops. The Dispensary could house 15 men and the Customs House another 25.

Camp Sites: Between the Market Place and the Church is a large, level well drained and seldom flooded place, the public square, which would make an excellent camp site. It was used by the Haitian Troops at the time of the arrival of the Occupation. The square is bounded on the north and south by private dwellings, on the east by the Catholic Church and the National School for Girls, and on the west by the Dispensary, private dwellings and the masonry walls of a building originally intended for a national school, but which was not completed. Another site is located about 1,000 yards east of the public square and north of the main street which extends through the town. This site is level, well drained, of sandy soil, and is seldom flooded. It is bounded on the north, east and west by pasture lands, and on the south by the main highway. United States troops occupied this site from August, 1915 until March, 1919. About one-fourth mile south of town and east and south of the Aviation Field are large open savannas which could be used as camp sites, but some difficulty might be encountered in drainage same. Water can be obtained from three wells: One a drilled well of six inch pipe, 100 feet deep, with a stand of 60 feet of water in the pipe, and located at the southwest corner of the public square. A second well at the Garde Barracks, is 60 feet deep, with masonry walls, and supplies an abundance of water in the

OUANAMINTHE (Continued)

rainy season, but the supply is somewhat diminished during the dry season. A third well is located at the Rectory near the Catholic Church. This well is 20 feet deep, and supplies a large quantity of water during the rainy season, but this is greatly curtailed during the dry season. Water can also be obtained from the Massacre River east and north of the town, and from the Canary to the south and west.

Transportation:

602-900

Roads: The main artery of transportation is the Ouanaminthe - Fort Liberte - Cape Haitien Road, which enters the town from the west and is bordered on both sides by logwood, barahona and trees of other tropical species, and gardens and pasture lands. This road is of dirt, with a short section being ditched and gravelled. When wet it is difficult to operate motor vehicles thereon. From a point 1/4 mile west to a point 1/8 mile east of the Sable River, which overflows its banks, the road is very low, contains many holes, and at times is impassable when repair work is being done. The principal rivers are bridged with reenforced concrete, as are numerous culverts, others are bridged with native materials. The country through which this road passes is a low rolling plain, with no gradient exceeding 8%.

Water Supply:

602-1000

Water is procurable from three wells and two rivers in unlimited quantity. All water, except that obtained from the drilled well at the southwest corner of the public square, should be boiled or chlorinated prior to drinking. During the rainy season, surface water seeps into the wells, and the rivers overflow their banks, thus becoming polluted.

Sanitation:

602-1100

During the rainy season, mosquitos are very prevalent, hence malaria and other fevers are also prevalent during this period. The natives constantly suffer from a skin disease known among themselves as "Boutons", probably caused by their infrequent bathing and to general insanitary living conditions. Otherwise the general health conditions are good.

Resources:

602-1200

Food: The following native fruits and vegetables are grown in large quantities: Beans, cashenuts, corn, eggplants, mangoes, okra, sweet potatoes, plantains, bananas, pumpkins, rice, chickens and eggs. Beef cattle are obtainable in any quantity desired.

Fuel: Wood and charcoal are obtainable in large quantities, and can be purchased either in the market or from native peddlers.

Forage: Grass is plentiful during the rainy season and a fair quantity is available during the dry season. Corn is plentiful except at the end of the dry season. Grass can be obtained near town, and corn can be purchased in the local market.

OUANAMINTHE (Continued)Personalities:

602-1500

There are two classes of people: One composed of the Government Employees, Notaries, lawyers, surveyors and tradesmen, which constitute those who have any education whatsoever, and the other class which is composed of the working class, which are almost without exception very lazy. Both classes are very friendly except when stirred up by agitators or enemies of the Government or Occupation.

About 90% of the people are black, the remainder being mulattos. Those in political power, especially the mayor, are well educated. There are the following types of schools: French Catholic School for boys, Priests' Parochial School for Girls, and the National Schools for Boys and for Girls. The French Catholic School for Boys is the highest type; it can accommodate about 300 pupils, and is well attended. One Director and three Professors, called "Brothers" constitute the teaching staff of this school. The Parochial School for Girls is under the supervision of the local priest, is of good type, and is well attended. The National Schools have large attendance, but due to neglect of the teachers and courts the average daily attendance is but 75% of the actual enrollment.

A Mayor and four councilmen govern the town. The Mayor is responsible to the Prefet at Cape Haitien, who is the personal representative of the President of the Republic. The following gives the list of foreigners residing in the town: One French priest; several Syrians and quite a number of Dominicans, several of the latter being political exiles.

The following are the most important and prominent citizens: NORMIL ADRIENNE; CHARLES BASTIAN; FRANCOIS BENTUR; BARTHIER BIDOS; EDOUARD BORDES; LYCIUS CHERY; JEAN-JOSEPH ANTOINE CHIAPPINI; CAREUS DALEMBERT; HECTOR DAQUIN; LEON DAQUIN; RICHARD ELIE PAUL; ST. HUBERT EMMANUEL; JEAN-PIERRE ETIENNE; NAU EDOUARD ETIENNE; JULES FREDERIC; AMBROISE HONORE; HELENUS JACQUES; DUBOIS JEAN-BAPTISTE; DESTRIVAL LARIVIERE; JOSEPH ALPHONSE LOUIS; CHAPUSETTE LOUIS MICHEL JEUNE; PETION MANIGAT; ROLAND MOUPONT; MERISSE MARGISSE; COEUR-CIVIL NICOLEAU; BEAUMANIOR NICOLEAU; BEAUMANIOR PHILOGENE; EMMANUEL PHILOGENE; ST-ANGE PIERRE; ST-JEAN PIERRE-FRANCOIS; MAXIMILIE PIERRE-LOUIS; NESTOR PIERRE LOUIS; MAXIME PIOSSON; FELIX RAPHAEL; ANTOINE SAINT-JUSTE; ROBESPIERRE SERAPHIN; ERIVERT SAINT-VILNOEL; DAIMIR THEODORE; FREDERIC THEODORE; MIZIEL THEODORE; ATHOS TELE-MQUE and JOSEPH VERDIER.

Telephone and Telegraph Lines:

602-1800

There are no telegraphs. The telephone has a switchboard, operated by the Public Works Department. There are two plugs; one for the Garde and its outposts and the other being the Fort-Liberte, LeTrou and Cape Haitien Line. There are two local subscribers.

Aviation landing fields:

602-3100

There is an aviation field approximately 1/4 mile south of the Garde Barracks, 1000 feet long by 250 feet wide, which can be used anytime except after torrential rains.



Les Perches
K8A-45-Scale 6750
Alt. 7000

PERCHESImportance:

602-100

With a population of 900 and at an elevation of 250 feet, the town of Perches is located on a rolling plain 3 miles west of Acul-Samedi and 13-1/2 miles north of Vallieres. The streets run east-west and north-south. The main street running east-west is open to vehicular traffic. The market is at the north end of town surrounded by native huts. The river is about 1/2 mile south of town. There are no stores and only a few small shops scattered thru the town.

There are two public schools. Ouanaminthe lies about 20 miles to the north. There is a telephone in the Garde Barracks with connection to Fort-Liberte. There is an outpost of the Garde stationed here, composed of three enlisted men.

The only two buildings in the town which are not native huts, are the Garde Barracks and the Church, which are both of masonry. The Barracks could accommodate about 30 men, and the Church about 40. A camp site for a small body of men could be established in the market place in the center of the town. Water could be secured from the Cochon Grass River 5/8 mile south of town. Native produce of all descriptions, beef, mutton, etc, are obtainable at all times. Charcoal and wood for fuel are obtainable in any desired quantities. Corn and grass for forage are obtainable in great quantities, excepting during the end of the dry season.

The rainy season extends from April to November. The average daytime temperature is 90 degrees fahrenheit, and 70 degrees at night. Malaria is prevalent during the rainy season and mosquitos are very numerous. A plentiful supply of water is obtained from the Cochon Grass River 1/2 mile south of town, but should be boiled before drinking.

The inhabitants are very friendly but lazy and as a rule are generally illiterate. The blacks form about 97% of the population and mulattos make up the balance. The politicians are the usual native type. The town is governed by a Magistrat and four councilmen, elected by the people. With the exception of a few masons and carpenters, the people are occupied solely in farming and cattle raising.

The most prominent citizens are: PAUL ALEXANDRE; CLERVIN ALEXIS; LUC ANTOINE; EMILIE BREUS; HELVETIUS CALIXTE; PAUL DESTINE; DECIUS ETIENNE; FRANCOIS ETIENNE; LEONCE ETIENNE; DESAIX FILS-AIME; MAGLOIRE FILS-AIME; TELEMAQUE JOACHIM; VINCENT JOACHIM; ANTOINE M. MENARD; DERVILUS TOUSSAINT-SERAPHIN.

PERODIN

602

Perodin is a small village, with a population of about 100 people, situated at an elevation of about 2,300 feet above sea level. An outpost of the Garde, consisting of three enlisted men is situated here.



PÉRODIN



Perodim
K8A-26- Scale
Alt. 5000 2700

PERODIN (Continued)

The town is situated in the Montagnes Noires, east-southeast of Petite Riviere, and is bounded on the southeast by Mt. Cautrau, on the south by Mt-Jacques; and on the west by Mr-Vaillon (Sometimes called Suturne), with Casenave Mountain to the northwest. The town is small, having no streets, and is of no importance, except for the fact that there is a small "Rest Camp" used occasionally by officers of the Garde d'Haiti, located about 100 yards to the east of the village.

There are no roads leading out of the town. One trail leads to Petite Riviere, about 12 miles to the northwest, another leads to the south and southwest to the Petite Riviere-Mirabalais trail, a short distance to the northeast of Desarme, and a third trail leads to the east and northeast to Pond Bleu, Madame Jois and Maissade.

About 15 men could be quartered in the Garde Barracks and the "Rest Camp" at Perodin. Water is obtained from nearby mountain streams, and must be boiled prior to drinking.

There are no citizens of any importance.

PETIONVILLE

602

Garde Distribution:District of Pétionville:

2nd Company	6 Officers	115 men
Sub-District of Pétionville, including	1 Officer	45 men
Pétionville	1 Officer	42 men
Outpost of Kenskoff		2 men
Outpost of Furcy		1 man
Sub-District of Ganthier	1 Officer	10 men
Outpost of Fond Verrettes		5 men
Outpost of Fond Parisien		2 men
Sub-District of Croix de Bouquets		
Headquarters, Croix des Bouquets	1 Officer	12 men
Outpost of Thomazeau		4 men
Outpost of Gloire		2 men
Outpost of Orangers		2 men
Sub-District of Arcahaie		
Headquarters, Arcahaie	1 Officer	16 men
Outpost of Cabaret		3 men
Outpost of Luly		2 men
Sub-District of Cornillon		
Headquarters, Cornillon	1 Officer	10 men
Outpost of St-Pierre		2 men

Importance:

602-100

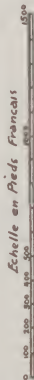
Pétionville is located 5 miles southeast of Port au Prince on the North slope of Mt-Hospital, at its eastern end. From the north side of the town to its south side there is a rise of 400 feet in a distance of three-fourths mile. The streets are hard surfaced,



Pet 10 NV
K8A-122-15cale 10,150
Alt 10,000



Petaluma
K8A-122-1 SCALE 1/10,150
Alt. 11,000



PETIONVILLE (Continued)

ditched, but have no curbs. The town is well laid out, the streets running north-south and east-west. There are no rivers. The mountain to the south rises to an altitude of 4,000 feet. The elevation of Petionville is 1,200 feet above sea level. The market and commercial section of the town, located at the north end of the town, consists of an open market, several coffee speculators' sheds (quite small), a bakery, a drug store, two meat markets, and several small stores where dress goods, foodstuffs, tafia and other miscellaneous articles may be purchased. Most of the houses are of stone with galvanized iron roofs, others are frame buildings, and still others are ordinary thatched roof native huts. There is no special section in which the foreigners live. Approximately 20 of the residences have modern improvements, such as running water, etc.

Population:

602-200

The population of Petionville is about 2,150, and are all natives, with the exception of about 150 foreigners. The population are of the negro race, some having negroid features, some aquiline and some mulattos, with the negroid type predominating. All three types are represented in those in power. The elders are very poorly educated, about 20% of them being able to read or write. The younger generation are attending the Church and Private Schools. The City officers consist of a Magistrat with two assistants, a Secretary and a Receiver, the Juge de Paix, Assistant Juge de Paix and Greffier. The Police Force consists of one officer and 30 Gardes. The Magistrat controls all communal money and runs the town with regards to improvements, employees of the Commune, road and street workers, etc. The Juge de Paix tries all simple cases which do not merit more than six months confinement at hard labor.

Climatology:

602-400

The rainy season begins in March, and ends in June, starts again in September and ends in November. The temperature is the shade runs from 72 to 90 degrees in the summer months and from 66 to 80 degrees in the winter months. The nights are usually cool and it is never uncomfortably warm in the winter or summer in daytime. It is necessary to use a blanket almost every night.

Industries:

602-500

With the exception of a few government employees from Port au Prince and the officials of the town, the occupations of the natives are as follows: Speculators in coffee, household servants, school teachers, storekeepers, street vendors, butchers and common laborers. There are no manufacturing industries.

Buildings:

602-700

The buildings in the town are of all types, from modern stone to native huts. The largest is the Church which is about 40 feet x 150 feet. The District Headquarters Building of the Garde is of

PETIONVILLE (Continued)

masonry with thick walls, galvanized iron roof, cealed with cellotex, and is an exceptionally cool building. There is an excellent and ample supply of good water piped into this building as well as into the courtyard, where there is a small pool and three showers. There are several large residences also the City Hall, where troops could be billeted.

Camp Sites: There are two open spaces in the town which could be used for camp sites; viz. Place d'Armes and Place Boyer; Place d'Armes could accommodate four companies in tents and Place Boyer could accommodate two companies. Both these places are grass covered, well drained and have excellent water facilities. There is a field at the west end of town capable of camping six companies. The ground is gently sloping, and a capped spring 200 yards to the west would furnish an ample supply of good water.

Transportation:

602-900

There are no railroads or street cars. Automobiles, trucks and pack animals are the modes of transportation available.

Water Supply:

602-1000

Water is procured from capped springs in the mountain to the south of the town and piped to all houses in the town. There is an abundant supply at all times, and except after unusually heavy rains, it is unnecessary to boil the water for drinking purposes.

Sanitation:

602-1100

Health conditions are very good, and there are no local diseases. There are very few mosquitos and very little fever.

Resources:

602-1200

FOOD: Native produce, fruits and vegetables are available in large quantities at all seasons.

FUEL: Wood and charcoal are the only fuels available, and not in large quantities locally, however they may be obtained in any desired quantity in Port au Prince and easily transported by truck.

FORAGE: Corn and grass is available in any quantity. Forage for 100 horses could be readily obtained.

Personages:

602-1500

The most important citizens are: MARCEL TOURREAU; ANDRE FAUBERT; FERNAND ST-SURIN; EUGENE ROY; LUCIEN HUBERT; LUC LACRETE; DROISSAINT LILAVOIS; VICTOR MONTASSE; CONSTANT CASSAGNOL; LEON SEJOURNE; MAURICE ETIENNE; CHARLES LILAVOIS; PRICE MARS; DANES HAU; EMILE BOUCHEREAU; LEON HAU; CHAVANTE EDIE; JULES FAINE and EDOUARD MEVS.

Topography:

602-1700

A good macadam road leads from the western end of the town to Port au Prince, five miles west. A good mountain road leads to Kenskoff, ten miles to the east, at an altitude of 4,500 feet.



PTE. Riviere
K8A-14 Scale 1
Alt. 8000 7885

PETIONVILLE (Continued)

Another very poor road leads to Caille Frere a small town of no importance, three miles to the north. With a little work, this road could be made passable to Bassin Generale, joining the Road to Croix des Bouquets.

Telephone and Telegraph Lines:

602-1800

The Telegraph Terrestres has its office in the Garde Headquarters. There is a public telephone in the Garde Barracks. All other telephones are connected with the exchange in Port au Prince.

PETITE RIVIERE (de la Artibonite)

602

Garde Distribution:

Petite Riviere is a sub-District Headquarters in the District of Saint Marc, and has an authorized complement as follows:

Sub-District Headquarters, Petite Riviere	1 officer	16 men
Outpost of Dessalines		3 men
Outpost of La Chappelle		3 men
Outpost of Les Verrettes		3 men
Outpost of Perodin		3 men

Importance:

602-100

The town of Petite Riviere at an elevation of about 115 feet above sea level has a population of persons. The town is located on slightly sloping grounds about 33 miles southeast of Gonaives and 20 miles East-Northeast of St-March, and about 12 miles South-Southeast of Dessalines. The St-March Gonaives Highway is distant 1.8 miles to the West, at a point between the Artibonite and Estere Rivers. A road of dirt and gravel construction leads from the town to the above highway, and is suitable for automobile traffic. There are few foreigners in town, mostly Syrians, there is no foreign or business sections, except that the majority of the business houses, which are few in number, are grouped in the center of the town, and the open market near the Garde Barracks.

Fortifications:

602-300

An old fort, known as "Crete-a-Pierrot" is in a state of ruins, and is located above and about 550 yards to the East of the town, where it commands an excellent view of the Plain of the Artibonite and of Verrettes. This, with a little work, could be used as a camp site for quite a large body of men, however the nearest water is in the Artibonite River, about one mile distant. Six other ancient forts, all in a state of ruins are located in the vicinity of Dessalines. These are "Culbite" to the East of Dessalines, "Decide" nearby, "Innocent" to the northeast and "Doco", "Madame" and "Lefin du Mond" to the north of the town. These forts command the entire plain of the Artibonite to the town of Grande Saline.

PETITE RIVIERE (Continued)Climatology:

602-400

The climate of Petite Riviere is little cooler than St-Marc, with the warmest season occurring during the period from April to August, and the rainy season extending from May to September. The yearly average rainfall, for the past ten years is 50 inches, with the heaviest rainfall occurring during the month of June, during which month it has averaged 10.9 inches.

Streets:

602-600

The streets of the town of Petite Riviere are of dirt construction and run in the general direction of east to west, and north to south. They are in fairly good condition for this type of street, and have ditches on each side to carry off the rains, though, being of dirt construction, the streets become very muddy and slippery during the rainy season. There are three streets running through the town from east to west, with three narrow streets, or alleys, sandwiched between, running in the same general direction. Two streets cross the town from north to south, with several alleys or paths used by pedestrians criss-crossing the town.

Buildings:

602-700

The buildings of the town, with the exception of the Church, the Garde Barracks, an Industrial School, and about three business places, are of frame construction, with many thatched houses of native construction on the outskirts of the town. The Church, Garde Barracks, and other buildings mentioned are of concrete construction and in case of necessity might be used for the accommodation of troop. About 100 men could be billeted in the Church, about 50 in the Garde Barracks, and an additional 100 in the other buildings in the town. The only water available is to be carted from the Artibonite River, just south of the town, and must be boiled before drinking.

An open plot of grounds in front of the Garde Barracks could be used as a camp site, but it is without adequate drainage facilities, and becomes wet and muddy during the rainy season. A more suitable camp site would be the old fort "Crete-a-Pierrot" mentioned in Section 602-300.

Transportation:

602-900

A small station, about 20 feet by 10 feet, is located about 1-1/4 miles from the town on the railroad line connecting St-Marc and Verrettes. A telephone is located in this building, and a few railroad repair parts are kept there for emergency purposes.

The only automobile road leaving Petite Riviere is the one which extends for about 1.8 miles to the main highway between St-Marc and Gonaives. However, other roads, suitable for animal traffic extend about 27 miles to LaChappelle, 12 miles to Perodin, and about 7 miles to Verrettes.

PETITE RIVIERE (Continued)

Water Supply:

602-1000

The water supply of the town is carted by individuals from the Artibonite River located on the southern outskirts of the town, and should be boiled when used for drinking purposes.

Sanitation:

602-1100

Ordinarily sanitary inspections are made daily by inspectors of the Public Health Service, at which time oil or a Paris Green solution is sprayed over stagnant pools, drainage ditches opened, and like work performed. However, due to decreased appropriations, and the necessarily decreased personnel, this work has been curtailed to some extent. There is no sewage or water disposal system with the exception of the open ditches running at each side of the streets, and the privies are of the pit type.

Resources:

602-1200

Due to the fact that the soil is very fertile in this region, even with the crude implements and primitive and disinterested manner in which the cultivation is carried on, native fruits and vegetables grow in abundance. The country is quite heavily wooded, and charcoal for fuel is plentiful. Grass, corn and millet are usually available in sufficient quantities for forage, while cattle and hogs are raised on a small scale and can be purchased alive, or butchered, at a normal price. There are no factories, except a few distilleries, and the small shops engaged in manufacturing crude furniture and like articles necessary for the native population. There are no electric light, gas, water or other public utility plants in the Sub-District of Petite Riviere.

Personalities:

602-1500

The most important citizens are: ANNOUAL MALVOISIN; LOUIS BELOT; ADAM SEBASTANY; GUSTAVE MERARD; CADET LABORDES; BOISRAOND BEAUHARNAIS; EMILTON EDOUARD; CHARITE LOUIS; GENTILHOMME DUVELSAINT; VAILLANT ANDRE GUILLAUME; JEROME SAGIT; DORSAINVILLE PAUL-EMILE; BOISROND DOMINGUE; and EXCELLENT SIMONCEAUX.

Topography:

602-1700

The town of Petite Riviere is built on rising ground, leading up to Delbaye Hill to the east, and to Montogard to the north, with the Artibonite River flowing by the southern outskirts of the town.

Telephone and Telegraph Line:

602-1800

A telephone line extends from Petite Riviere to St-Marc, and from the switchboard at St-Marc, connects with the principal towns and cities throughout the republic.



PIGNON
K8A-108 Scale $\frac{1}{7000}$
Alt. 8000



Pilate
K9A-3E SCALE 1/160
ALT 8800

Cities & Towns, Con't.

PIGNON

Pignon, with a population of approximately 1,500 and at an altitude of 1,550 feet, is situated in the mountains, 10.5 miles southeast by trail from St-Raphael. The town is built on a level space, between the mountains, on the banks of the Gouape River. There are no streets in the town, mere paths connecting the houses, which are normally of the native thatched type of construction. There is an outpost of the Garde, composed of three enlisted men, which is housed in a native house. The Barracks could billet about 10 men. Small camp sites are available on the edge of the town. Water is obtained from the nearby river, and must be boiled before drinking. Native fruits and vegetables are plentiful; wood for fuel is abundant and grass for forage is fairly abundant. The rainy season extends from April to October. Malaria is very rare and syphilis and yaws are somewhat prevalent. There is a telephone in the Garde Barracks, with connections to Ranquitte, St-Raphael and St-Michel.

The most prominent citizens are: JOSEPH GARCIA; ROC CERBIER; THIBERIUS BLOT; CHERY DELPHIN; BRILLANT FILS; BROTHER LAMOUR; CASIMIR CERBIER and DORVIL THEODORE.

602

PILATE

With a population of 1,060 people, and at an elevation of 1,640 feet above sea level, the town of Pilate is situated in a mountain valley thru which the Trois Rivières River runs in a northerly direction, and the town is 10-5/8 miles NW of Plaisance.

An unimproved road connects Pilate with Plaisance. The town is surrounded on all sides by high hills. The Place d'Armes is situated in the center of the town. The streets run N-S and E-W. There are three streets, but none are improved. The few small stores are located on the Place d'Armes. There are several two-story houses, but with the exception of the Garde Barracks, Church and two private residences, which are of masonry, all houses in the town are of plastered frame construction with metal roofs.

There is an outpost of the Garde consisting of three enlisted men. The Catholic Priest, (French) is the only foreigner in the town. There are a total of 288 houses.

Pilate is 10-5/8 miles from Plaisance; 23-3/4 miles from Limbe; 38-3/4 miles from Cape Haitien; 80-5/8 miles from Ouanaminthe and 43-3/4 miles from Gonaives. The only road leading out of Pilate leads to Plaisance, and is impassable in wet weather to motor traffic. It follows the course of the Trois Rivières and crosses the stream 12 times. It is always passable on horse or foot. The principal trails connect Pilate with Gros Morne, Plaisance, Port Margot and Le Borgne. It is possible to drive an auto at times from Pilate to Gros Morne.

There is one telephone in the town, under the supervision of the Public Works. The Garde Barracks could accommodate 10 men, the Church could accommodate 100 men, the residence of the present mayor another 30 and another two-story residence in the town could accommodate 20.

PILATE (Continued)

Water is obtained from the Trois Rivières, and must be boiled. The only camp site available is the Place d'Armes, and could accommodate but a small body of troops.

Haitian fruits, vegetables and rice are available in large quantities. Wood for fuel is available in any desired quantity. Grass and corn for forage are abundant. Due to the altitude, the climate is bracing, the mean average maximum daytime temperature being 85 degrees and mean average minimum daytime temperature being 68 degrees Fahrenheit. The averages at night are possibly 15 degrees lower. The rainy seasons are October to December and March to May.

The most prevalent diseases are syphilis, malaria, waws and intestinal diseases. The majority of the populace are uneducated blacks. The town has a moving picture show, and there are two Delco plants. There are three primary schools in the town, one Presbyterial for Boys and two National Schools, one for boys and one for girls.

The town is governed by a Communal Magistrate and a Communal Council. There are four fairly large stores in the town, and several coffee speculators, others are engaged in farming almost exclusively.

The most important citizens are: ALCIBIADE PEAN; JOSEPH MONTREUIL; TELSON BLEMUR; SELONY JEAN; LAURENT DECIUS SAINT-LOUIS; BIENNE BLEMUR; NESTER F. BLEMUR; LEGRAND JEAN GRAND-JEAN; CHARITE JEAN; FILS LOUIS; CASSIANI JEAN and ELIE JEAN.

PLAINE DU NORD

602

Plaine du Nord is a small inland village about twenty feet above sea level, situated about six miles southwest of Cape Haitian, and about 3 miles from the main road between Gonaives and Cape Haitian. The town is further located about 12 miles from Limbe, 24 miles from Plaisance, 22 miles from Grande Riviere, 45 miles from Ouanaminthe, and 53 miles from Gonaives. A trail connects Plaine du Nord with the main highway between Gonaives and Cape Haitian. After a protracted spell of dry weather, automobiles can enter almost to Plaine du Nord, but for some two years past this has been a rare event. Trails connect the town with Grande Riviere, Milot and Acul du Nord. These are always passable to animals. Only one telephone is in the town, and this is installed in the Garde Barracks.

The population of Plaine du Nord is estimated at 500, which includes an outpost of three enlisted men of the Garde d'Haiti.

Like most small towns in Haiti, Plaine du Nord has the usual Place d'Armes centrally located. The streets run North and South, and East and West. They are not paved and more closely resemble fields bordered with houses than streets or roads. The principal streets are Rue Edmond, Rue St. Jacques and Rue Turenne. There is no business section in the town.

The Church, the largest building in town, about 175 feet by 50 feet, is located on the north side of the Place d'Armes, and could accommodate about 150 men. The Priest's residence, or Presbytery, is



Plaine du Nord
K8A-132 Scale 7000
Alt. 7000

PLAINE DU NORD (Continued)

located alongside the church. It is a two-story house, with a balcony on the second floor, about 70 feet by 30 feet, and could accommodate about 30 men. Adjoining this house, on the eastern side, is a building about 50 feet by 25 feet, used as the Presbyteral schoolhouse, which could accommodate about 20 men. Both these latter buildings are constructed of wood and plaster, with iron roofing. The Garde Barracks is a masonry building of the "Standard outpost" type, 31 feet by 61 feet, built in 1925, which could accommodate about 20 men. This building is located on the south side of the Place d'Armes. All the other buildings in the town are of one-story frame and plaster construction which are not suitable for the accommodation of troops. Only one foreigner, the French priest, lives in the town. About 200 men could be accommodated in a camp site on the Place d'Armes, which is about 100 yards square in area.

Plaine du Nord is extremely unimpressive in appearance, and, as its name denotes, it lies in a plain. The nearest hills or mountains of any kind is the range to the southeast of town, about 6 or 7 miles distant, comprising Morne Mornet, Grande Ravine, Morne Souffriere, and Morne-Coupe-a-David. The only river nearby is the branch of the Gallois River, called Riviere Bras Gauche, which flows west of the town, and reaches the sea at Baie d'Acul. The Gallois River rises about two to three miles south of Plaine du Nord at a spring called Source l'Eglise in the Section Mornet. The river Bras Gauche is normally shallow, and has a red clay bed in the vicinity of Plaine du Nord.

The water supply for the town is obtained from 5 pumps located about the Place d'Armes, and from the River Bras Gauche.

The most important citizens in Plaine-du-Nord are: DAGOBERT JEUNE; THIMOLEON MICHEL; OSIAS SEMERAN; and HUMA ST. LOUIS.

PLAISANCE

602

Importance:

602-100

Plaisance, with a population of about 1,750 people, and with an elevation of about 1,968 feet above sea level, is situated on the Cape Haitian - Gonaives Highway, about 28 miles from Cape Haitian, and about 35-1/2 miles from Gonaives. A sub-district headquarters of the Garde d'Haiti is located here with a complement of one officer and ten enlisted men. The town is located on the side of a mountain valley, with the terrain rising fairly steeply toward Morne Bedoret in the direction of Limbe, and gradually rising toward Morne Puilboreau on the south, and towards Marmelade to the southeast. The terrain has a gradual slope towards Pilate on the northwest. The only river in the neighborhood is the Trois Rivières. This river rises in the mountains toward Marmelade, southeast of Plaisance, and passes to the west of town, continues on by Pilate and Gros Morne, and finally empties into the sea at Port-de-Paix on the northwest coast of Haiti.



PLAISANCE
KBA-31 SCALE $\frac{1}{7032}$
Alt. 9000

PLAISANCE (Continued)

This is the largest river in the northwestern part of Haiti. No foreigners live here.

Streets:

602-600

The streets in the town are unpaved and of dirt construction, running from north to south, and east to west. The Gonaives - Cape Haitian Highway, as it passes through Plaisance, forms the principal street, and is called Grand Rue Royale. There is no distinct business section in the town, though most of the small stores are located on Grand Rue Royale.

Buildings:

602-700

Practically all the buildings in Plaisance are of the one-story plastered frame type, with galvanized iron roofing. The Garde Barracks is located on Grande Rue Royale, near the Place d'Armes and the Catholic Church. It is of masonry construction, built in 1930, 38 feet by 50 feet in size, and can accommodate about 40 men. The Catholic Church, a new masonry building still in the process of completion, is about 60 feet by 150 feet, and will be able to accommodate about 150 men. Two private dwellings, the residence of Mr. Hector St-Louis, a two-story building on Rue Terre Rouge, and the former residence of Major Jules Andre on the same street could be used to accommodate troops. The first could accommodate about 25 men, as could Major Andre's. The Place d'Armes is the only suitable camp site in the town of Plaisance. It is near the Garde Barracks, and water is sufficient, which can be obtained from a well at the priest's residence. This plot would accommodate about 150 men under canvas.

Water Supply:

602-1000

Water for the town is obtained from the well at the priest's residence or from the Trois Rivières nearby.

Resources:

602-1200

The usual Haitian grown foodstuffs can be obtained locally. The sections of Martineau, Mapou, Colline-a-Gobert, Bassin, and Champagne, raise most of the food commodities consumed or sold at Plaisance or Gonaives. The entire area around Plaisance, Pilate and Le Borgne grows considerable quantities of coffee, and cacao to a lesser extent. Bananas are plentiful around Plaisance, also grapefruit in season. Oranges, mangoes and grapefruit are shipped to Gonaives in large quantities in season, also practically all the coffee from both Plaisance and Pilate. Grass and corn for forage are obtainable in moderate quantities.

Personalities:

602-1500

The most important citizens in Plaisance are: DIODORE M. DESRONVIL; HOSTILIUS VERDIER; ANTENOR VASTERY; DORCIUS PEAN; FRANCOIS EDGARD VASTERY; ALCESTE ASPELLEY; EVALD PINCHINAT; ST. REMY LOUIS EUGEN



Fontevault
K8A-137 Scale 7000
Alt 7000



Port Margot
168A-35 SCALE $\frac{1}{5000}$
Alt. 5000

PLAISANCE (Continued)

CYRUS ALFRED VASTY; DELIO MAGLOIRE; FRAICH PEAN; ALEXIS PIERRE; ANTOINE DOCTEUR; FREDERIC VASTERY; ANACREON DUCHEINE; THEMISTOCLE SAINT-LOUIS, and HECTOR ST-LOUIS.

Telephone and Telegraph Lines:

602-1800

There are but two telephones, of the wall type, installed in Plaisance, one at the telephone office which is used by the public, and one in the Garde barracks. A single wire connects Plaisance with Limbe, Pilate and Ennery, and the other cities and towns throughout the Republic.

PORT MARGOT

602

Only an outpost of 4 enlisted men of the Garde d'Haiti is stationed in Port Margot, a town with a population of about 1,200 people. The town is about 30 feet above sea level, and lies in a plain midway between Limbe and the northern coast of Haiti, about 22 miles by road via Limbe to Cape Haitian, which is located to the east of Port-Margot. The nearest mountains are those stretching from Pilate to Le Borgne on the West, about three and one half miles away. Rolling hills, about 300 feet high, are located on the east side, close to town. The town presents a straggling, scattered, appearance, with ill-defined streets running north to south and east to west. Prior to entering the town from the Limbe side, or southwest, it is necessary to cross the Port Margot River which rises in the mountains towards Pilate, and which reaches the sea just north of Port Margot.

The river near the town has a sandy rocky bed, and is easily fordable by horse and auto in dry weather. There is no business or foreign residential section in the town, a French priest, two French nuns, and the American director of the Experimental Farm at Bayeux nearby.

The buildings are of the plastered frame structure type with the exception of three - the Garde Barracks, the Catholic Church, and a new masonry building adjacent to the Garde Barracks, which are the only three suitable for the accommodation of troops, with the except of a disused sugar plantation and refinery located at Bayeux where 5 large buildings are located.

The Garde Barracks, constructed in 1925, is 21 feet by 61 feet of the standard outpost type, and could accommodate about 20 men. The Catholic Church is about 50 by 100 feet, and could accommodate about 100 men. The masonry building adjacent to the Garde Barracks could accommodate about 20 men. The buildings mentioned above as being located at Bayeux could accommodate about 300 to 400 men. The Plade d'Amres could be used as a camp site for about 200 men.

Water is obtained from the Port Margot River nearby, and from about 6 wells scattered throughout the town, also from wells located at Bayeux.



QUAYLE MORTON
18A-39 Scale 1/8000

PORT MARGOT (Continued)

One telephone only is located in the town, and this is installed in the Garde Barracks. An unimproved dirt road leads from Limbe to Port Margot, and on to Habitation Bayeux near the north coast. This road is passable to autos in dry or fairly dry weather, but impassable except for animals and pedestrians during the rainy season. Trails lead from Port Margot to Pilate, Bayeux, and Le Borgne. The section of the trail between Bayeux and the mountains on the east of Le Borgne is marshy, with all vegetation stunted. Mangrove swamps abound near the north coast. From Port Margot to Cape Haitian it is about 33 miles, 6 miles to Limbe, 19 miles to Plaisance, and 63 miles to Ouanaminthe. The inhabitants are generally engaged on small farms and speculating.

The most important citizens are: D. JEUNE RAYMOND; CHARLES BOTTEX; ETIENNE BOTTEX; DELIUS DESROSIER; and MILTRIDATE VICTOR.

Native food and forage can be obtained in fair quantities.

QUARTIER MORIN

Quartier Morin is a small inland town about ten to fifteen feet above sea level, with a population of approximately 500 people, about 150 of whom are employed in Cape Haitian as domestics, dress-makers' apprentices, etc., or children going to school in Cape Haitian.

The town is situated southeast of Cape Haitian, on the main highway from Cape Haitian to Ouanaminthe, and is located about 6 miles from Cape Haitian, and the seacoast. The territory in which it is located is flat and fairly thickly wooded. The only river in the vicinity is the Grande Riviere, which rises in the mountains at Val-lieres, and empties into the sea slightly to the northeast of Quartier Morin. The nearest mountain range is that immediately back of the town of Grande Riviere (Morne Dondon). This range is about five miles south of the town of Quartier Morin.

The streets radiate from the centrally placed Place d'Armes, and are named after persons or events, and run approximately North, Southeast and West. The two principal streets are named Rue St. Louis and Rue Calvaire. The Catholic Church is situated on the east side of the Place d'Armes. The town is of the straggling, unplanned variety common to all small settlements in Haiti. The houses are all one-story structures of wood plastered with clay and mortar, with practically all of them having roofs of galvanized iron. There is no distinctive business, foreign, or residential districts.

There are no stores with the exception of a few very small shops selling flour, sugar, kerosene, rum, tobacco, and dried fish in small quantities. Provisions of any kind, native or foreign, are obtainable only in small quantities. Grass for forage grows nearby the town, but corn is scarce. The temperature varies from about 70 degrees Fahrenheit at night to about 85 at midday. The warmest months are from June to August, while the rainy season, though not well defined, usually occurs during the months of October, November, and



RANQUITTE
KSA-109 SCALE $\frac{1}{6000}$
Alt. 8000

QUARTIER MORIN (Continued)

December, and during April and June, during which time the roads are frequently impassable.

One telephone is located in the town, and is installed in the Garde Barracks. Only an outpost of the Garde d'Haiti consisting of 4 enlisted men is maintained in Quartier Morin, and they are quartered in a modified outpost type building of masonry built in 1928. It is situated on the north side of the Place d'Armes, is about 16 feet by 28 feet in size, and can accommodate 10 men. The Church is the only other building suitable for the accommodation of troops. It is about 150 feet by 50 feet in size, and could accommodate 150 men. This Church is located on the East side of the Place d'Armes. On Rue St-Louis, on the West side of the Place, the one pump in the town is situated, and the supply is adequate for the needs of the population of the town. It is said that this well never runs dry.

The inhabitants are principally occupied in agricultural pursuits.

The most important inhabitants are Lucas Fils F. Turrene; SALEUS TURRENE; FRÉDÉRIC BLAISE; FABIOUS FABIEU; and FLORVILLE TURENE.

Quartier Morin is located approximately 6 miles from Cape Haitian, 12 miles from Le Trou, 35 miles from Ouanaminthe, 9 miles from Grande Riviere, and 34 miles from Plaisance.

RANQUITTE

Ranquitte, with a population of 450, and at an altitude of 2,000 feet, is located 12.5 miles, east-southeast of St-Raphael, by trail, high in the mountains. There are no roads entering the town, but trails lead in all directions. There are no streets in the town mere paths connecting the houses, which are not arranged in any systematic manner. A few of the houses are of the plastered frame type, all others being native thatched huts. There is but one masonry building in the town, the Garde Barracks, which houses an outpost of the Garde composed of three enlisted men.

There is a telephone in the Barracks, connecting with St-Raphael, Pignon and St-Michel. The Barracks could accommodate about 12 men. There are no camp sites available. Water is obtained from nearby springs and should be boiled before drinking.

Native fruits and vegetables are available in small quantity; wood for fuel is abundant and grass for forage is plentiful. The rainy season extends from April to October. There are few mosquitos and consequently little malaria, but syphilis and yaws are fairly prevalent.

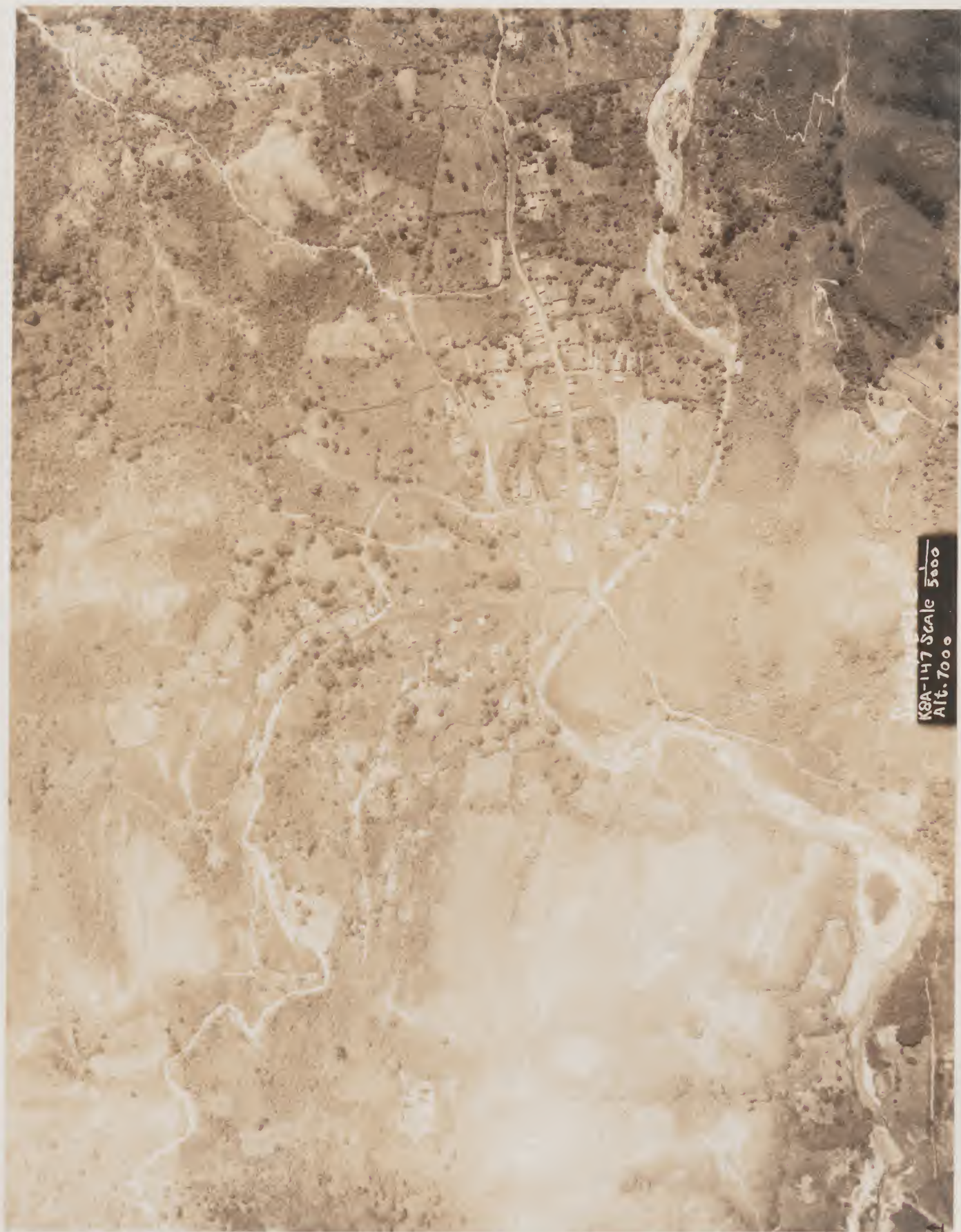
The most prominent citizens are: CLEMENT SALOMON; LAMARYNA CALIXTE; AZOR JOSEPH; RAPHAEL PHILIPPE; ST-MARTIN PHILIPPE; NAPOLEON CALIXTE and GILBERT GEFFRARD.



Roi Sec
K8A-98-Scale 1/4500
Alt. 8000

ROI SEC:

Roi Sec, composed of about 12 to 15 native shacks, and the Garde Barracks, which houses an outpost of the Garde, composed of three enlisted men, is situated on a high plateau, about 5 miles north of Belladere, by trail. There are no roads into the town, but trails lead in all directions. There is a weekly market, and traders and speculators gather to trade in native products. There is no other importance connected to the town. Water is plentiful, and obtained from nearby streams, but must be boiled before drinking. There are no suitable billets, but camp sites for considerable bodies of men are to be found along the streams. There are no citizens of importance in the village.



K9A-147 Scale 500
Alt. 7000

SAVANETTE:

ALTITUDE - 1,750 feet

POPULATION - 500

The town of Savanette, composed of about 100 native houses, a church and Garde Barracks is situated in a high valley on the north bank of the Fer-a-Cheval River about 20 miles southeast of Las Cahobas. There are no roads other than animal trails leading into the town. But trails lead in all directions. All buildings are of the native plaster and frame type, with a few of them having galvanized iron roofs. The only exceptions are the Church and the Garde Caserne, which are of masonry with metal roofs. The streets of the town are mere unimproved dirt roads, bad in wet weather. The contour of the town is very uneven due to the hilly nature of the country.

There is a telephone in the Garde Barracks, which connects with Las Cahobas. There is an outpost of the Garde composed of 3 enlisted men, and housed in a masonry barracks which could billet 12 men. The church could also billet about 30 men. Water is obtained from the Fer-a-Cheval River, and must be boiled before drinking. No suitable camp sites are available. Native fruits, beef and goats are available in fair quantities for food; wood for fuel is plentiful and sugar-cane leaves and grass for forage are available in large quantities. Mosquitos are numerous and malaria is prevalent. Syphilis and yaws are also prevalent. Farming and cattle raising are the principal occupations of the inhabitants.

The most prominent citizens are: Camille MONTERO - Agnes THOMAS - Denis THOMAS.



St. Michel
K8A-28 SCALE 1/606
AIE. 9000

ST. MICHELGarde d'Haiti Distribution:

District Headquarters (St. Michel)	2 Officers	
Sub-District of St. Michel	1 Officer	36 men
Outpost of Marmelade		4 men
Outpost of L'Attalaye		2 men
Sub-District of St. Raphael	1 Officer	10 men
Outpost of Ranquitte		3 men
Outpost of Pignon		3 men
Outpost of La Victoire		3 men

Importance:

602-100

St. Michel is an inland town, about 43 miles from Gonaives, and is important due to its location at the head of the central plain of Haiti, and also in view of the fact that it is the center of an agricultural community. In former times, practically all revolutionary activities started between the St. Michel and Hinche districts, with the revolutionists then marching via St. Michel towards Gonaives. St. Michel is the District Headquarters for the District of St. Michel.

Population:

602-200

The population of St. Michel is estimated to be between 4,500 and 5,000 people, with about fifty Syrian merchants, two French priest and about four French Sisters, residing in the town, and with about 100 other foreigners, Syrians, Dominicans, and Jmacians, living in the district.

Climatology:

602-400

The average rainfall, for a period of about 10 years, has been 47.9 inches in St. Michel, with an average of 55.7 inches for the year 1931. The rainy season generally extends from March or April up to October. The average temperature for the town is about 78 degrees Fahrenheit, with cool nights and especially so during the months of November, December, and January.

Industry:

602-500

The only factory in the district is located at L'Attalaye on a tobacco plantation formerly conducted by one PANTALEON GUILBAUD of Port au Prince. Cigars were formerly made here but the plant has been closed down.

A copper mine, showing samples of gold, is said to be located in the Lalomas section of St. Michel de l'Attalaye, about 3-1/2 miles northeast of town. However, geologists who made a survey of the republic, shortly after the American Occupation, state that the veins are evidently not exploitable for copper ore and appear to contain no gold.

The principal local industry is the farming of cotton, tobacco, and sugarcane, and the distilling of alcohol. There are no large stores in town, though the principal ones sell the usual cotton goods,

ST. MICHEL (Continued)

cutlery, kitchen utensils, cheap perfumes, soap, and like articles, all of which are imported, generally by way of the port of Gonaives.

Streets:

602-600

The streets are only dirt roads with drainage ditches at the sides, and run in a general direction from north to south, and east to west. They are unimproved, and become very muddy during the rainy season. The open market, which is located near the center of the town, is the commercial quarter, and the foreigners - Syrian merchants live nearby.

Buildings:

602-700

The dwellings, with few exceptions, as well as the buildings used as stores, are one-story plastered frame structures unsuited for the accommodation of troops.

The Garde Barracks, and the Catholic Church, both of which front on the Place d'Armes, are constructed of cement. The Barracks is a two-story building, and could be used for the accommodation of about 30 men, with additional space on the second floor for offices. The church could accommodate about 100 men and floor for offices. The larger private residences could be used to accommodate 20 to 30 men each. These houses also front on the Place d'Armes, and are located across the park from the Garde Barracks.

There are three small schools in St. Michel, one of which is an agricultural school maintained by the Service Technique, and could be used as quarters for a very limited number of men.

There is no hospital in the town, but a small dispensary there holds clinics at not infrequent intervals attended by personnel of the Public Health Service stationed in Gonaives.

Transportation:

602-900

There are no railroads or street cars in or near St. Michel. During the past year only 1 public automobile, 13 freight-carrying trucks, 4 passenger-carrying trucks, and 1 privately owned automobile were licensed in the District of St. Michel.

Water Supply:

602-1000

Water is obtained from several wells about the town, and appears in sufficient quantity for cooking and drinking purposes for the inhabitants. This water, like all other water in Haiti, should be boiled when used for drinking purposes.

Personalities:

602-1500

The most prominent citizens are: LOUIS DUPLESSY; JOACHIM LEGROS; LETROY MENARD; HUGO D'EMPAIRE; CONSTANT D'EMPAIRE; and AL-CIBIADE PRADEL. Those for Marmelade are: DURVILLE JN-FRANCOIS; AMILCAR EDOURARD; Jn-EDMOND PREVAL; PIERRE MARY MARCELLUS; ALPHITAS VALCOURT; and FLORELY D'EMPAIRE.

ST. MICHEL (Continued)Topography:

602-1700

St. Michel is located on a flat plateau about 1,394 feet above sea level. It is located northeast of St. Marc, west of Ranquitte, east-southeast of Gonaives, and south of Marmelade. The District is bounded on the North by the Military Department of the North, on the east by the Military Department of the Center, on the south by the Districts of Saint Marc, and Gonaives, and on the west by the District of Gonaives.

The District is very mountainous except for the plain of Hinche which extends from St. Michel to the southeast to the town of Hinche. The Massif du Nord chain extends from the northwest to the southeast along the northern edge of this plain, while the mountains of Petite Cahos, and the Montagnes Noires extend along the southern border of this same plain.

One of the main branches of the Riviere Canot passes just to the west and southwest of St. Michel, flowing in a southeasterly direction, and finally emptying into the Artibonite. Other branches of this river in the district are called the Riviere Attalave, the Riviere Fourmi, and the Riviere Samana. They are small and unimportant.

Roads lead from St. Michel to Ennery, where it joins the main Gonaives, Cape Haitian Highway, to Marmelade, to St. Raphael, and to Hinche by way of Maissade. Trails lead throughout the district, but these latter are only suitable for pedestrians and animals.

It is approximately 16 miles to Ennery, 22 miles to Maissade, 17 miles to St. Raphael, and 13 miles to Marmelade.

Telephone and Telegraph Lines:

602-1800

There is a telephone office located in St. Michel with only three subscribers to the system at the present time. Lines from this office connect St. Michel with the various outposts and the Sub-District Headquarters at St. Raphael, as will the various other towns throughout the Republic. The system is maintained and operated by the communications branch of the Public Works Department of Haiti.

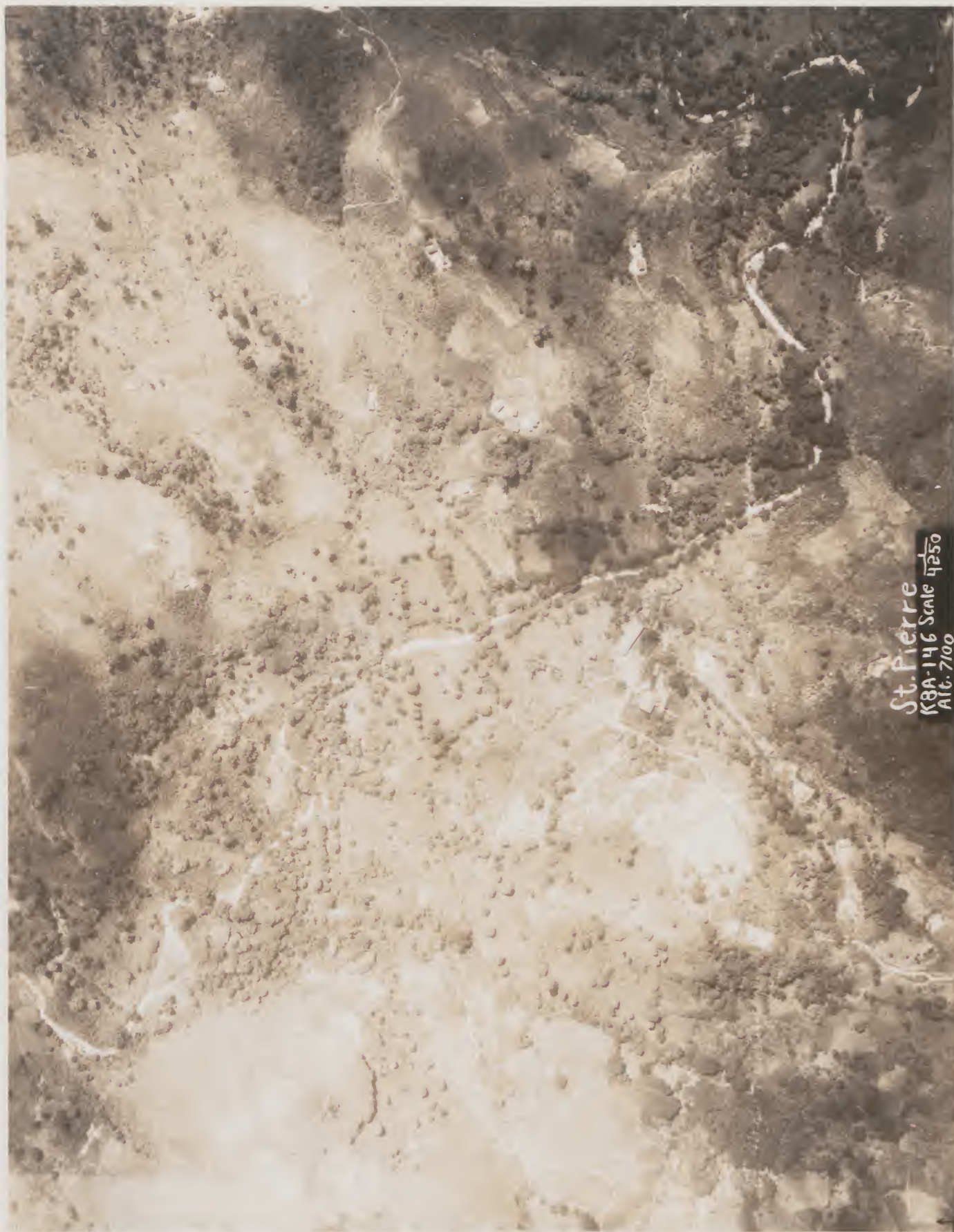
Aviation Flying Fields:

602-3100

There is no flying field maintained in the district at the present time, though in the past, one was kept in good condition by the Garde d'Haiti on the plantation mentioned in 602-500 as being located at L'Attalaye. The field at that time was used at regular intervals by Marine Corps planes.



St. Michel du Sud
K8A-9P-SCALE 1/500
Alt. 5000



St. Pierre
K8A-146 Scale 4250
Alt. 7100

SAINT MICHEL DU SUD

Saint Michel du Sud, a town with a population of about 200, is situated on the main automobile road about 27 miles southwest of Petit Goave. It is 500 feet above sea level, and surrounded on all sides by mountains. The average temperatures are 90 degrees Fahrenheit in daytime, and 75 degrees at night. The town is 27 miles from Petit Goave, and 24 miles northeast of Aquin, by automobile road. This is a two-way road of earth with rock and gravel surface, passable at all times. There is no switchboard, and the one telephone is located in the Garde Barracks. This barracks, in which an outpost of 5 enlisted men is maintained, can accommodate 15 men. The open market place in the center of the town could be used as a camp site for 100 men. All buildings are of the one-story, plastered frame type. Native produce and beef are plentiful. Wood is plentiful; charcoal scarce. Corn and grass for forage also plentiful. Water is procured from springs located about one mile from the town, but must be boiled. The town is governed by a Communal Council located at Miragoane, and is of no political importance. The health of the people is good, syphilis and yaws only being prevalent. The majority of the people are uneducated negroes. There are no manufacturing industries. Two schools are in the town. The most important citizens are: BOJE GUILLOW, lawyer; and IRINA SIMON, merchant.

ST-PIERRE

602

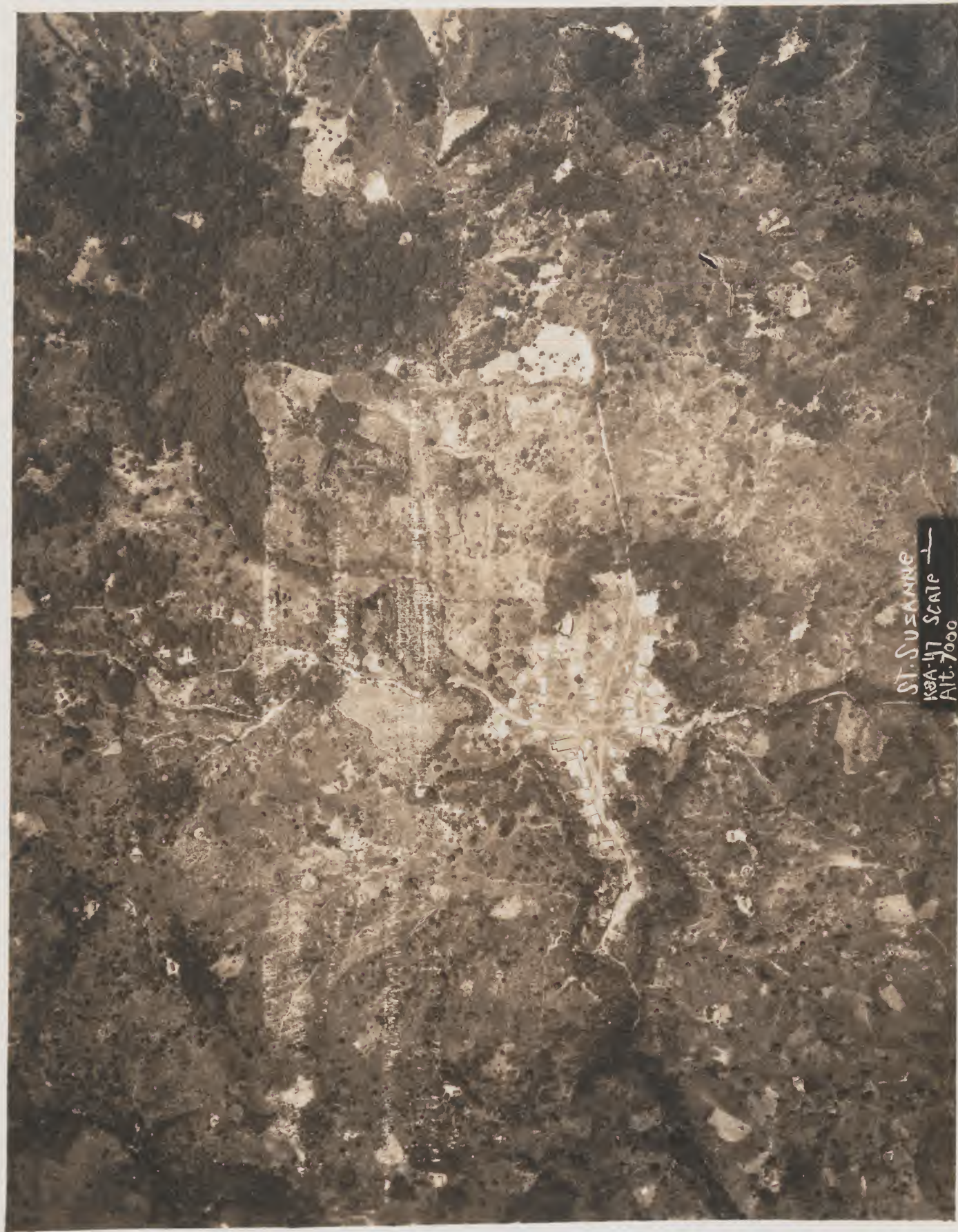
Population 200 - Elevation 2,850 feet.

A Sub-Station or outpost of Cornillon of 2 enlisted men.

St-Pierre is located 7 miles east of Cornillon in a deep valley, surrounded by hills 800 to 1,000 feet higher than the town. The town is not definitely laid out, all houses being located along the trails that lead in to town. The Church, Rectory and Garde Barracks are of masonry, all other buildings in the town being native huts with either thatched or metal roofs. It is two and one-half or three hours ride from Cornillon, three hours from Savanette and four and one-half hours from Las Cahobas. The Garde Barracks is a standard outpost building which could accommodate two squads of men. An additional platoon could be billeted in the town. Water is ample, though not plentiful. Is good pure spring water, not necessary to boil or chlorinate. There are no nearby camp sites of any size, however it would be possible to camp several groups of one or two squads each. Native foods, wood for fuel, and native forage are plentiful. The climate and health conditions are similar to those at Cornillon. A good supply of pure spring water is obtained from a large spring 100 yards from the town. The inhabitants are principally blacks, and all are engaged in farming. The most prominent citizens are: SAGESSE DORELIE and EDGARD SALOMON.



ST. RAPHAEL
K&A-50 SCAT 5850
APL 7000



ST. SUZANNE
KSA-47 SCALE 1-
Alt. 7000

ST. RAPHAEL

St. Raphael, with a population of approximately 2,500 and an elevation of 1,550 feet, is located on the banks of the Bouvaha River, 14.6 miles east-northeast of St-Michel, with which it is connected by an automobile road, which is always passable, except after heavy rain, when the streams which cross the road are out of their banks. It is 10.5 miles northwest of Pignon, by trail. The town is completely surrounded by mountains. The few so-called streets are irregularly laid out, and hardly deserve the name. The only store in the town faces on the market-place, and proprietor lives in the same building. The houses of the town are of the plastered frame type, with metal roofs, or of the thatched native hut type.

A Sub-District of the Garde is stationed at St. Rapheal, and is composed of 1 Officer and 10 enlisted men. The Garde Barracks is of masonry, and could accommodate about 20 men. There are no other suitable billets in the town. Desirable camp sites are not available, however small groups could be camped in spots about the edge of the town.

Water is obtained from the Bouvaha River, and must be boiled before drinking. Native beef is obtainable in small quantity, and native fruits and vegetables are plentiful; wood for fuel is available in any desired quantity; grass for forage is plentiful in the rainy season, but scarce in the dry season.

The rainy season extends from April to October. Malaria, syphilis and yaws are prevalent, and "LaGrippe" is prevalent in the rainy season.

There is a telephone in the Garde Barracks, with connections to St-Michel, Pignon and Ranquitte.

The most prominent citizens in the town are: EMMANUEL DORAT; MARC MUSCADIN; VIRGILE PIERRE; RAOUL ALBERT; SAMUEL MUSCADIN; RAPHAEL DOLCE; RICHARDSON MONDESTIN; DUMAY PIERRE; RAPHAEL KEROLLE; EMMANUEL GABRIEL and HECTOR JEAN-FRANCOIS.

SAINTE SUZANNE

602

With a population of 250 and at an elevation of 1,100 feet, the town of Sainte Suzanne is located in the mountains 6-1/4 miles west of LeTrou. The town is laid out in the form of a cross in a small savanna, which is surrounded by deep ravines. There are two streets, one N-S and the other E-W, forming a cross. The town lies between two streams, one on the east and one on the west, which converge at the north of the town. The streets are undrained.

The few small stores in the town are in private homes. The buildings are all of typical construction, a few with metal roofs, and the remainder having thatched roofs. Sainte Suzanne is 6-1/4 miles from Le Trou; 8-3/4 miles from Grande Riviere and 9-3/8 miles from Limonade. The road from Sainte Suzanne to LeTrou is no more than a trail from Sainte Suzanne to the base of Morne Raymond, about 3-1/2 miles, from that point to LeTrou it is passable for automobiles.



SAN JUAN
K8A-94 SCALE 1:1
ALT. 7000

SAINTÉ SUZANNE (Continued)

The trail from Sainte Suzanne to Grande Riviere is a trail for mounts and pack animals only. It is very narrow and steep in places, and very dangerous in wet weather. It is always in poor condition. The trail from Sainte Suzanne to Limonade is a trail suitable for mounts and pack animals only; always in poor condition.

Haitian produce is plentiful at all seasons. Goats, hogs and beef are plentiful. Wood for fuel is abundant. Grass and corn for forage are always plentiful.

There is a telephone in the Garde Barracks, with connection to nearby Garde Stations. The Garde Barracks is the only building in town suitable for billeting, and could accommodate 10 troops. There is a small but well drained plot of ground in the center of the town which could be used as a camp site. The rainy season is from September to February. The average daytime temperature is 72 degrees Fahrenheit and at night is 68 degrees.

The general health is good. The most prevalent diseases are syphilis and yaws. The water supply is abundant at all seasons, and is obtained from the two streams on each side of the town. Must be boiled before drinking. The inhabitants are principally blacks, illiterate, and very poor. There are a few small stores in small buildings.

The principal citizens are: MILFORT EUSTACHE; DESAUGUSTE MARCELLE; MOLIERE JEAN-FRANCOIS; PIERRE JEAN-LOUIS and ALBERT MERGURIS. The principal occupations are farming and cattle raising.

SAUT D'EAU

602

The village of Ville-Bonheur or Saut d'Eau is situated about 18 miles from Mirebalais. It is a typical Haitian town of three streets and one-story houses. The population is about 200. The town is governed by a Communal Council. The Saut d'Eau - Mirebalais Road is impassable in the wet season.

The climate is semi-tropical with average day temperatures of 90 degrees Fahrenheit and the night average of 75 degrees.

The health of the community is very good, malaris being very prevalent. Fuel is plentiful, but food and forage are scarce. Water is obtained from a river a good distance from the town, and must be boiled for drinking purposes.

There are two very poor schools. The population is composed principally of uneducated blacks. There is a telephone in the Garde Barracks. The Barracks can accommodate about 20 men. There is no other shelter available. A good camp site can be found at Savana Mone Michel, about one kilometer from town; the land is flat.



Terre Neuve
K8A-136 Scale 4500
Alt. 6000



Route 80
K8A-93 scale 1:1114
Alt. 7000

TERRE NEUVE

Terre Neuve, with a population of 400, and at an elevation of 1,540 feet, and completely surrounded by mountains, is situated on a road that is passable in dry weather, 33.4 miles north of Gonaives, and is about 12 miles west-southwest of Gros Morne by trail, that is suitable only for animal traffic. There is an outpost of the Garde composed of 4 enlisted men. Very few men could be billeted in the town, and desirable camp sites are not obtainable. The River Colom-bier passes a short distance south of the town, and all water is obtained from that source, and must be boiled before drinking. With the exception of the Garde Barracks, all houses in the town are of either the plastered frame or thatched roof types. There are no telephone connections.

Malaria, syphilis and yaws are the most prevalent diseases. The principal occupation of the inhabitants are small-scale farming. There are no stores of any importance in the town. There are copper mines short distances to the north and north-east of the town, but these have never been operated successfully, due to the low copper content of the ore, and also to the expense of hauling it to the nearest seaport (Gonaives).

The most important citizens of the town are: INNOCENT MOUEN; HENRI BENOIT; ANDRE DAROSIER; EMMANUEL DEROSIER; F. JEAN-BAPTISTE

TERRE ROUGE

602

Terre Rouge is a military outpost of 3 men, absolutely isolated. Few huts in the vicinity. It is located on Mornea Cabrit on the main Mirebalais - Port au Prince Road, about 15 kilometers west of Mirebalais. There is a telephone in the Garde Caserne. The Caserne can accommodate about 30 men. The only camp site, which is very poor, is found at Trianon, a short distance away. Water is scarce and obtainable only at some distance. Climate fairly cool. There are many mosquitos.

TERRIER ROUGE

602

With a population of 1,200 and at an elevation of 100 feet, the town of Terrier Rouge is located on a large plain 23-1/8 miles southeast of Cape Haitien, at the foot of a chain of mountains that form a semi-circle to the east, south and west. This range is approximately 1-7/8 miles distant. The Terrier Rouge River flows north about 75 yards from the eastern end of the town. The town is much longer than it is wide, paralleling the Cape Haitien - Ouanaminthe Road, which is the principal street. Other streets are unimportant and in poor condition. The market is at the south side of the town. The Garde Barracks and the Church are the only buildings in the town that are not of typical native construction, all others being plastered frame buildings with either metal or thatched roofs. There are no



Terrier Rouge
K8A-42 Scale 8900
Alt. 9000

TERRIER ROUGE (Continued)

stores, and no public houses.

Terrier Rouge is 23-1/8 miles from Cape Haitien; 10 miles from Fort-Liberte; 5-5/8 miles from LeTrou and 5 miles from Grand Bassin. There is an excellent two-way automobile to Fort-Liberte, always passable to motor traffic; there is a trail to Grand Bassin, which is passable to autos during the dry season; there is a branch automobile road, breaking off from the Ouanaminthe Road 1-7/8 miles east of Terrier Rouge that leads to the sisal plantation of the Haitian-American Development Company's Sisal Factory; there is also an excellent automobile road to LeTrou, which is always passable to motor traffic except when the ford at LeTrou is flooded, but this condition is not of long duration, a few hours at the most. There is a telephone in the Garde Barracks, with connections to nearby Garde Stations and towns.

The Garde Barracks could accommodate 8 men; the Girls School, a masonry building could accommodate 30 more.

Native fruits and vegetables are plentiful at all times. Beef, sheep, goats, hogs and chickens are also abundant. Wood for fuel is plentiful. Corn is scarce, but grass is always obtainable, and plentiful.

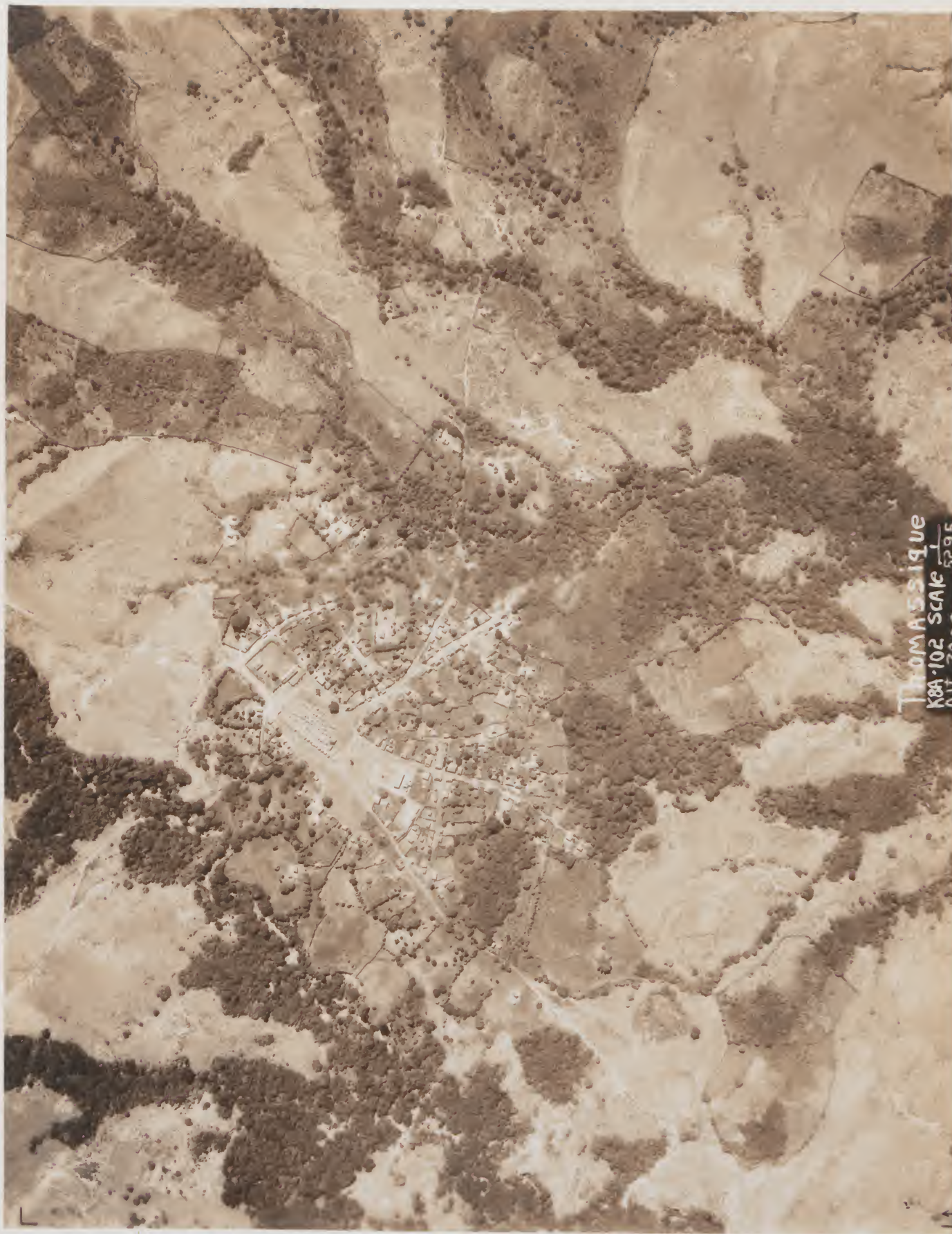
The rainy season is from November to January, this being one of the driest sections of Haiti. The average daytime temperature is 78 degrees Fahrenheit and that at night is 71. There is very little sickness during the dry season, but during the rainy season there is a great deal of fever.

Water is obtained from the Terrier Rouge River and from a public well which has a windmill rigged to it. The water supply is never ample, the river being dry periods of time as great as two years. The only source of supply at such times is the well, and as the windmill is the only means of raising the water from the well, the people are at the mercy of the wind. It is often necessary to haul water from the interior habitation "Matalliere" 1-7/8 miles west of town, where there is a large spring.

The inhabitants are almost entirely black, and practically illiterate.

Farming, cattle raising and beekeeping are the principal occupations. A large number of the natives are employed by the nearby sisal plantations. There are the usual number of artisans. The schools are very poor. The town is governed by a Magistrat Communal and four councilmen, who are elected every two years by the people.

The most important citizens are: EXANTHUS ANGRAND and BERNADIN JEAN-DE-DIEU.



THOMASSIQUE
K8A-102 SCALE 1/5295
ALT 7000



THOMAZEAU
K8A-143 Scale 5850
Alt. 6000

THOMASSIQUE

The population of this town is about 800. Thomassique is about 28 kilometers North of Cerca la Source at an elevation of 520 meters above sea level. The average daytime temperature is 88 degrees Fahrenheit and the night temperature averages 70. The general health conditions are good. All houses are of the one-story plastered frame type. There are no streets. No industries; the people are solely occupied in farming on a small scale. The Garde Caserne will accommodate about 30 men. Food, fuel and forage is scarce and must be boiled before drinking.

602

THOMAZEAU

Thomazeau is located at the northeast corner of the Cul de Sac, about 4 miles from Lake Sumatra. A mountain to the north rises to an altitude of 3,500 feet. There are no streets, and the houses line both sides of the road which passes thru the town. The population is about 300 and the elevation is 150 feet above sea level. The road which passes through the town leads from the Hinche Road at the foot of Morne Cabrits, 6 miles away and leads to Gloire, 6 miles distant. The commercial section is to the east of the market and contains about ten stores which deal in food, cloth, drugs, liquor and small farm utensils.

Thomazeau is 24 miles from Fort au Prince and 13 miles from Croix des Bouquets. The P.C.S. Railroad passes thru the town, using a shack for depot, and has no switches. In addition to the previously mentioned road, there is a bulcart road from Croix des Bouquets which enters the south side of the town.

There is one telephone in the Garde Barracks. The Garde Barracks could accommodate 16 men, and while the other houses in the town are unsuitable, they would accommodate about 100 men in a poor fashion. The open fields east of town would furnish camp sites for large bodies of troops, with fair water in large quantity nearby.

Native fruits and vegetables are obtainable in large quantities. Wood and charcoal for fuel are plentiful. Grass, corn, cane tops and potato vines for forage are plentiful.

Climate and health conditions are identical with those in Croix des Bouquets. There is a plentiful supply of water in an irrigation ditch along the edge of town which comes from springs a mile distant, and it is not necessary to boil or chlorinate this water for drinking purposes.

All types of natives are represented in the populace. There is one school for boys and one for girls. The principal occupations are farming, day laborers, small merchants and coffee speculators.

There is no manufacturing. All buildings are of native construction, with the exception of the Church, a few stores and coffee storehouses, which are of wood, stone or metal. The Church is the only large building in the town. The most important citizens are: POLYNICE POGNON; LOUIS DESHAUTEUR; MARIANO ALVAREZ; EMMANUEL PHILIPPE; DENIS VIEUX; A. PIERRE and (?) LEBON.



Thompson
K811-99-1 Scale 1:8000
Alt 8000



Thomonde
K8A-99-2 Scale 8092
Alt. 9000

THOMONDE:

ALTITUDE - 650 feet

POPULATION - 800

The town of Thomonde is situated in the center of a large savanne approximately half-way between Las Cahobas and Hinche on the Las Cahobas - Hinche Automobile Road, which is a two-way motor road, and passable at all seasons. There are numerous small streams near the town, and water is obtained therefrom, and must be boiled before drinking. The town is composed principally of the native thatched roof type of houses, with a few of them having galvanized iron roofs. The Church, Service d'Hygiene Dispensary and the Garde Caserne are the exceptionals and these buildings are of masonry and have metal roofs. There are no stores or shops in the town, and the only street of importance is the Las-Cahobas-Hinche Road, all others are mere unimproved alleys between the houses. There is an outpost of the Garde housed in a former Sub-District Headquarters Barracks, which could accommodate 25 men, the Church and the Dispensary could accommodate about 40 more men. Camp sites are to be found at old Fort Marmont north of town, and numerous camp sites for large bodies of men could be found in the surrounding savannes, near the streams. There is a telephone in the Garde Barracks connecting with Las Cahobas and Hinche.

Native fruits and vegetables are plentiful; wood for fuel is plentiful and grass for forage is obtainable in considerable quantity. Malaria, syphilis and yaws are prevalent. The population is composed principally of blacks, with a small sprinkling of mulattos, 95% of whom are uneducated. Farming and cattle raising are the principal occupation. There are no aviation fields nearby, but in emergency landings could be made on the nearby savannes.

The most prominent citizens are: Mondestine CASSOIR - Dieudonne MONTAS - Vernat PHILIDOR - and Aurevil ST-VAUDRE.



Troun
18A-60-Scale 1/7000
Alt. 7000

TROUIN

Trouin, a town with a population of about 200, is situated on the main Port au Prince - Jacmel automobile road, 21 miles from Petit Goave and 21 miles from Leogane. It is 1/2 mile from the Trouin River (North) which is its source of water supply.

The town is 90 feet above sea level, and the average temperatures are 88 degrees Fahrenheit in the daytime, and 70 degrees at night.

The buildings are small plastered frame structures of one-story and serve as stores and dwellings.

The main road is two-way, dirt, with rock surface, impassable at this point in extremely wet weather.

The Garde Barracks, which is a one-story concrete building, wherein is stationed an outpost of eight enlisted men, will accommodate about 15 men, and 40 more can be quartered in the market place.

Native food and fruit can be purchased in limited quantities, as can charcoal for fuel. Forage can be obtained in small amounts. The water should be boiled.

There is one telephone in the town, located in the Garde Barracks. The town is governed by a Communal Council located at Leogane.

General health good, some malaria and a bit of yaws. The city is of no political importance.

Population mostly uneducated negroes, no foreigners. There are no industries.

The most important citizens are George Douvan and Theodore Marahon, both merchants.

VALLIERES

602

Importance:

602-100

Vallieres is a small inland town with a population of about 600 people, situated in the mountains about 13-1/2 miles south of Perches, 17-1/2 miles east of Mombin Crochu, 15 miles west of Carice, 22 miles east of Bahon and 35 miles southwest of Ouanaminthe. It is located at an elevation of 1,600 feet above sea level. A sub-district headquarters of the Garde d'Haiti is maintained here with a complement of 1 officer and 11 enlisted men. One Dominican negro, of no importance, is the only foreigner in the town.

Climatology:

602-400

The rainy season is from April to November. The Average day temperature is 74 degrees Fahrenheit, and the average night temperature is 52 degrees.

Streets:

602-600

The streets of the town run north and south, and east to west. They are of dirt construction.



VALLIÈRES
K8A-46 SCAR 5400
Alt. 7000

VALLIERES (Continued)

Buildings:

602-700

The houses are all of one-story native construction, with the exception of the Garde Barracks, the Church, and the Public Health Dispensary, which are of concrete. The Garde Barracks is 39 x 45 ft. and will accommodate 35 men; the Church is 20 x 50 ft. and will accommodate 30 men, and the Dispensary could accommodate 15 men.

Camp Site: There is a good camp site located on the northwest corner of the town that is well drained. Water can be secured from the town, from the Ecrevisses River, which runs through the town, but should be boiled when used for drinking purposes.

Transportation:

602-900

There are no railroads or street cars running in, or to, the town of Vallieres. Pack animals and native bearers are the principal means of transportation through there is one road that extends about 6 miles to the northwest where it joins the Ouanaminthe - Cape Haitien Road. This road is passable except during heavy rains. Numerous trails lead out of the town, and are passable with mounts or pack animals.

Water Supply:

602-1000

The Ecrevisses River runs through the town, and, from it the inhabitants obtain their water supply. It must be boiled if used for drinking purposes.

Resources:

602-1200

FOOD: Native produce such as chickens, eggs, rice, pumpkins, plantains, peanuts, potatoes, mangoes, egg plants, corn, cashew, nuts, beans and beef, are obtainable in fairly large quantities, in, and nearby the town.

FUEL: Wood is available in large quantities in the market.

FORAGE: Corn can be purchased in the market at all times.

Grass can be purchased from the natives living near the town in large quantities except during the dry season.

Personalities:

602-1500

The inhabitants are friendly but lazy. Their color is 98% black and 2% mulatto, and they are, as a general rule, illiterate. Those in political power are just ordinary native politicians. The schools are well attended. The town is governed by a Magistrat and four councilmen elected by the people. The majority of them are engaged in farming. The most important citizens are:
LEONCE APOLON - DEVARISTE BERNARDIN - MENELUS BIEN-AIME - JU-BAPTISTE
BLAISE - FRANCOIS BEISVIN - GRANDJEAN CHARLES - NOIRPOINT CHARLES -
BOILEAU DECIALUS - VINCENT DESAMOUR - EMMANUEL DESRAVINES - WALTER
DUFOR - PRINCIPAL DUPONT - DECKER GARCONVILLE - CLEMENT JEUNE -
BAPTISTE JOSEPH - ANTOINE LAPOSE - CHERFELS LARECHE - VALLIER LOUIS -
FREDERIQUE AUDATE.



LES VERRETTES
K8A-15 scale 1
Alt. 7000 6670

VALLIERES (Continued)

Telephone and Telegraph Lines:

602-1800

A telephone is located in the Garde Barracks, and is connected direct with Fort-Liberte.

VERRETTES

602

Verrettes is a small town with a population of about 100 people located south-southeast of Petite Riviere, about 7 miles by trail. There is an outpost of three enlisted men of the Garde stationed in the town. The town is of no commercial or other importance.

The streets are ill kept alleys, and during the rainy season, due to the level nature of the ground, and lack of drainage, they are all muddy and practically impassable. About 50 of the buildings in the town are of plastered frame construction, and the remainder are of thatched adobe construction. There is one small store in the town, owned and operated by Reinbold & Co., under the management of a native. This store carries a very small assortment of goods.

The Church, and the Garde Barracks, a standard outpost barracks, are the only public buildings. The Garde Barracks could accommodate about 15 men. Water is obtained from the Caboiss River, a tributary of the Artibonite, about 1/2 mile to the south of the town, and must be boiled prior to drinking.

There are no roads leading to the town. The trail from Petit Riviere crosses the Artibonite and leads south to Coupon Carrefour, turns to the southeast to Verrettes (about one hour ride by horse). From Verrettes it leads to the southeast, and south, to La Chapelle (about four hours ride by horse from Verrettes).

The most prominent citizens of Verrettes are: ST-ELIEN ANDRE; JEAN JEROME DORJEAN; ALEXANDRE LOUIS NONPREMIER; ESTIME HOMERE; DUCASSE MERCELIN; SAMUEL SEVERE and DELHOMIE ELCAJOU.

CITIES AND TOWNS

600 SECTION

COAST TOWNS: (DISTANCES)

603-100

		M I L E S	
		Nautical	Statute
<u>Aquin Bay</u> to New York, N.Y. (The Battery) via		:	:
Crooked Is. & Windward Passages		: 1,444:	1,663
<u>Aux Cayes</u> to Baltimore, Md.		:	:
Boston, Mass.		: 1,374:	1,582
Cristobal, Canal Zone		: 1,630:	1,878
Jacmel Bay, Haiti, via East Passage		: 645:	743
Jeremie, Haiti		: 75:	99
Miragoane, Haiti		: 106:	122
Mobile, Ala.		: 155:	179
New Orleans, La., via South Pass,		: 1,212:	1,396
Bahama Channel		:	:
New York, N.Y., via Crooked Is. and		: 1,262:	1,453
Windward Passages		:	:
Philadelphia, Penna.		: 1,447:	1,666
Port au Prince, Haiti		: 1,419:	1,634
San Francisco, Calif.		: 202:	233
		: 3,933:	4,529
<u>Cape Haitien</u> to Apalachicola, Florida, via Old		:	:
Bahama Channel		: 995:	1,146
Baltimore, Md.		: 1,227:	1,413
Belize, British Honduras		: 950:	1,094
Boston, Mass.		: 1,433:	1,650
Campeche, Mexico		: 1,149:	1,323
Carmen, Mexico		: 1,228:	1,414
Cartagena, Colombia		: 697:	803
Cienfuegos, Cuba		: 543:	625
Cristobal, Canal Zone		: 817:	941
Curacao (Santa Ana Hbr.) W.I.		: 672:	774
Galveston, Texas		: 1,369:	1,576
Grijabva (Tabasco) River, Mexico		:	:
via Yucatan Channel & Windward		:	:
Passage		: 1,262:	1,453
Guantanamo Bay (Caimanera) Cuba		: 182:	210
Gulfport, Miss., via Old Bahama		:	:
Channel		: 1,145:	1,319
Havana, Cuba		: 631:	727
Key West, Fla., via Old Bahama		:	:
Channel		: 619:	713
La Guaira, Venezuela		: 750:	864
Matagorda Bay (Entr.) Texas, via Old		:	:
Bahama Channel		: 1,422:	1,638
Mobile, Ala., via Old Bahama Channel		: 1,132:	1,304
Monte Cristi, Haiti		: 34:	39
New Orleans, La., via South Pass and		:	:
Old Bahama Channel		: 1,194:	1,375

		M I L E S	
		Nautical	Statute
<u>Cape Haitien</u> to	New York, N.Y.	: 1,283:	1,478
	Panama Roads (Balboa) Canal Zone	: 860:	990
	Pensacola, Fla., via Old Bahama Channel	: :	:
	Philadelphia, Penna.	: 1,090:	1,255
	Pointe a Pitre, Guadelaupe, W.I., via Virgin Passage	: 1,245:	1,434
	Via Mona Passage	: 702:	808
	Port au Prince, Haiti	: 703:	810
	Port Castries, St. Lucia, W.I.	: 195:	225
	Port Paix, Haiti	: 764:	880
	Port Royal, Jamaica, W.I.	: 40:	46
	Port of Spain, Trinidad, W.I.	: 324:	373
	Puerto Cabello, Venezuela	: 888:	1,023
	Puerto Plata, Dominican Republic	: 752:	866
	Rio Grande (Entr.) via Old Bahama Channel	: 97:	112
	St. Thomas, W.I.	: :	:
	Sabine, Texas	: 1,441:	1,659
	San Francisco, Calif.	: 442:	509
	San Juan, P.R.	: 1,335:	1,537
	San Juan del Norte (Greytown) Nic.	: 4,105:	4,727
	Santo Domingo, Dominican Republic	: 372:	428
	Tampico, Mexico	: 881:	1,015
	Tuxpam, Mexico	: 393:	453
	Vera Cruz, Mexico	: 1,467:	1,689
		: 1,437:	1,655
		: 1,402:	1,615
		: :	:
<u>Gonaives</u> to	Newport News, Va.	: 1,328:	1,529
	Port de Paix, Haiti	: 90:	104
	St. Marc, Haiti	: 25:	29
		: :	:
<u>Jacmel</u> to	Aux Cayes, Haiti via East Passage	: 75:	86
	Via South Passage	: 86:	99
	Baltimore, Md.	: 1,416:	1,630
	Boston, (Navy Yard) Mass.	: 1,672:	1,926
	Cristobal, Canal Zone	: 683:	786
	New York (The Battery) N.Y., via Crooked Is. & Windward Passages	: :	:
	Philadelphia, Penna.	: 1,489:	1,715
	Port au Prince, Haiti	: 1,461:	1,682
	Puerto Colombia, Colombia	: 271:	312
	San Francisco, Calif.	: 462:	532
		: 3,971:	4,573
		: :	:
<u>Jeremie</u> to	Aux Cayes, Haiti	: 106:	122
	Miragoane, Haiti	: 63:	72
	Port au Prince, Haiti	: 100:	115
	Puerto Colombia, Colombia	: 491:	565
		: :	:
		: :	:

Distances, Con't.

		M I L E S	
		Nautical	Statute
<u>Port au Prince</u> to Apalachicola, Fla., via Old	:	:	:
Bahama Channel and Windward	:	1,026:	1,181
Passage	:	202:	233
Aux Cayes, Haiti	:	1,301:	1,498
Baltimore, Md.	:	1,070:	1,232
Barbados (Bridgetown) W.I.	:	:	:
Belize, British Honduras, via north:	:	933:	1,074
of Jamaica	:	953:	1,097
via south of Jamaica	:	1,557:	1,793
Boston (Navy Yard) Mass.	:	1,140:	1,313
Campeche, Mexico	:	195:	225
Cape Haitien, Haiti	:	1,219:	1,404
Carmen, Mexico	:	639:	735
Cartagena, Colombia	:	534:	615
Cienenegos, Cuba	:	774:	891
Cristobal, Canal Zone	:	659:	759
Curacao (Santa Ana Hbr.) W.I.	:	:	:
Galveston, Texas, via Old Bahama	:	1,400:	1,612
Channel	:	:	:
Grejabva (Tabasco) River, Mexico	:	1,253:	1,443
via Yucatan Channel	:	186:	214
Guantanamo Bay (Caimanera) Cuba	:	:	:
Gulfport, Miss. via Old Bahama	:	1,176:	1,354
Channel & Windward Passage	:	1,168:	1,345
Hampton Roads, Va.	:	662:	782
Havanna, Cuba	:	271:	312
Jacmel, Haiti	:	100:	115
Jeremie, Haiti	:	:	:
Key West, Fla., via Old Bahama	:	650:	749
Channel	:	277:	319
Kingston, Jamaica	:	801:	922
La Gnaira, Venezuela	:	1,431:	1,648
Lake Charles, La.	:	678:	780
Maracaibo, Venezuela	:	:	:
Matagorda Bay (Entr.), Texas via	:	1,469:	1,693
Yucatan Channel	:	1,453:	1,673
via Old Bahama Channel	:	643:	740
Miami, Florida	:	:	:
Mobile, Ala., via Old Bahama	:	1,163:	1,339
Channel & Windward Passage	:	:	:
New Orleans, La., via South Pass	:	1,225:	1,411
and Old Bahama Channel	:	:	:
New York (The Battery) N.Y., via	:	1,372:	1,580
Crooked I. Passage	:	817:	941
Panama Roads (Balboa) C.Z.	:	:	:
Pensacola, Fla., via Old Bahama	:	1,121:	1,291
Channel and Westward Passage	:	4,318:	4,973
Pernambuco, Brazil	:	:	:
Philadelphia, Pa., via Crooked Is.	:	1,343:	1,547
Passage	:	:	:

Distances, Con't.


























603-100

	M I L E S	
	Nautical	Statute
<u>Port au Prince</u> to <u>Pointe a Pitre</u> , Guadeloupe, W.I.	:	:
via north of Haiti and Mona	:	:
passage	:	889: 1,024
via south of Haiti	:	945: 1,088
Port Arthur, Texas.	:	1,378: 1,587
Port Castries, St. Lucia, W.I.	:	:
via north of Haiti & Mona	:	:
Passage	:	950: 1,094
via south of Haiti	:	987: 1,137
Port Paix, Haiti	:	144: 166
Port Royal, Jamaica	:	282: 325
Port of Spain, Trinidad, W.I.	:	1,053: 1,213
Puerto Cabello, Venezuela	:	769: 886
Puerto Colombia, Colombia	:	586: 675
Rio Grande (Entr.) via Old Bahama	:	:
Channel	:	1,472: 1,673
via Yucatan Channel	:	1,453: 1,673
St. Marc, Haiti	:	50: 58
St. Thomas, W.I.	:	628: 723
Sabine, Texas via Old Bahama	:	:
Channel	:	1,366: 1,573
San Francisco, Calif.	:	4,062: 4,678
San Juan del Norte, Nicaragua	:	840: 967
Santo Domingo, D. R.	:	463: 533
Savanilla, Colombia	:	586: 675
Tampico, Mexico	:	1,458: 1,679
Tuxpam, Mexico	:	1,428: 1,644
Vera Cruz, Mexico	:	1,393: 1,603

CAP HAITIEN										
40	PORT de PAIX									
135	95	GOAIVES								
145	105	25	SAINT MARC							
180	140	70	50	PORT au PRINCE						
180	140	70	40	30	PETIT GOAVE					
170	130	80	50	40	10	MIRAGOANE				
160	170	95	85	100	75	60	JEREMIE			
270	230	210	200	220	190	180	115	CAYES		
270	230	210	200	220	190	180	115	23	AQUIN	
310	275	250	240	260	230	220	160	70	50	JACMEL

DISTANCES BETWEEN OPEN PORTS
OF THE REPUBLIC OF HAITI
IN NAUTICAL MILES

TIME AND DISTANCE TABLE MILITARY DEPARTMENT OF THE NORTH 1932

	CAP-HAITIEN	QUARTIER MORIN	PLAINE DU NORD	ACUL DU NORD	PLAISANCE	LIMBE	PILATE	LEBORGNE	PORT MARGOT	GRANDE RIVIERE	BAHON	DONDON	CITADELLE	MILOT	LE TROU	LIMONADE	TERRIER ROUGE	SAINTE SUZANNE	QUANAMINTHE	CAPOTILLE	MONT ORGANISE	CARICE	FORT LIBERTE	FERRIER	VALLIERE	MOMBIN CROCHU	PERCHES	ACUL SAMEDI
CAP-HAITIEN		10 1/2	10 3/4	15 1	45 1 3/4	24 3/4	62 3 1/2	53 6	34 3	25 1	48 3	39 3	30 2 1/2	20 1/2	28 1	14 1/2	37 1 1/2	40 2 1/2	67 2 1/2	81 4 1/2	91 5 1/4	103 6 3/4	52 2	60 2 1/4	107 7 1/4	29 1 1/4	84 5 3/4	74 5
QUARTIER MORIN	10 1/2		20 1/4	25 1 1/2	55 2 1/4	34 1 1/4	72 4	63 6 1/2	44 3 1/2	22 1	45 3	36 3	27 2 1/2	17 1/2	18 2/3	4 1/6	27 1 1/6	30 2	57 2	71 4	81 4 3/4	93 6 1/4	42 1 1/2	50 1 3/4	97 6 3/4	119 10 3/4	74 5 1/4	64 4 1/2
PLAINE DU NORD	10 3/4	20 1/4		10 3/4	40 1 3/4	19 3/4	57 3 1/2	48 6	29 3	35 1 3/4	58 3 3/4	49 3 3/4	40 3 1/4	30 1 1/4	38 1 3/4	24 1 1/4	47 2 1/4	50 3 1/4	77 3 1/4	91 5 1/4	101 6	113 7 1/2	62 2 3/4	70 3	117 8 1/4	39 12	94 6 1/2	84 5 3/4
ACUL DU NORD	15 1	25 1 1/2	10 3/4		33 1	9 1/4	50 2 3/4	38 5 1/4	19 2 1/2	40 2	53 4	54 4	45 3 1/2	35 1 1/4	48 2	29 1 1/2	52 2 1/2	55 3 1/2	82 3 1/2	96 5 1/2	106 6 1/4	118 7 3/4	67 3	75 3 1/4	122 8 1/4	144 12 1/4	99 6 3/4	89 6
PLAISANCE	45 1 3/4	55 2 1/4	40 1 3/4	33 1		21 1	17 1 3/4	50 6 1/4	31 3 1/4	70 2 1/4	93 4 3/4	84 4 3/4	75 4 1/4	65 3 1/4	73 2 3/4	59 2 1/4	82 3 1/4	85 4 1/4	112 4 1/4	126 6 1/4	136 7	148 8 1/2	97 3 1/4	105 4	152 9	174 13	129 7 1/2	119 6 3/4
LIMBE	24 3/4	34 1 1/4	19 3/4	9 1/4	21 1		38 2 3/4	29 5 1/4	10 2 1/4	49 1 1/4	72 3 3/4	63 3 3/4	54 3 1/4	44 1 1/4	52 1 3/4	38 1 1/4	81 2 1/4	64 3 1/4	91 3 1/4	105 5 1/4	115 6	127 7 1/2	76 2 1/4	87 2 1/4	131 8	152 12	108 6 1/2	98 5 3/4
PILATE	62 3 1/2	72 4	57 3 1/2	50 2 3/4	17 1 3/4	38 2 3/4		67 8	48 5	87 4 1/2	110 6 1/2	101 6 1/2	92 6	82 4	90 4 1/2	76 4	99 5	102 6	129 6	143 8	153 8 3/4	165 10 1/4	114 5 1/2	122 5 3/4	169 10 3/4	191 14 3/4	146 9 1/4	136 8 1/2
LEBORGNE	63 6	63 6 1/2	48 6	38 5 1/4	50 6 1/4	29 5 1/4	67 8		19 3	78 7	101 9	92 9	83 8 1/2	73 6 1/2	81 9	67 6 1/2	90 7 1/2	93 8 1/2	120 8 1/2	184 10 1/2	144 11 1/4	156 12 3/4	105 8	113 8 1/4	160 13 1/4	182 17 1/4	137 11 3/4	127 11
PORT MARGOT	34 3	44 3 1/2	29 3	19 2 1/2	31 3 1/4	10 2 1/4	48 5	19 3		59 4	82 6	73 6	64 5 1/2	54 3 1/2	62 4	48 3 1/2	71 4 1/2	74 5 1/2	101 5 1/2	115 7 1/2	125 8 1/4	137 9 3/4	86 5	94 5 1/4	141 10 1/4	163 14 1/4	118 8 3/4	108 8
GRANDE RIVIERE	25 1	22 1	35 1 3/4	40 2	70 2 3/4	49 1 3/4	37 4 1/2	78 7	59 4		23 2	18 2	17 2 1/4	9 1/4	39 1 1/4	25 3/4	48 1 3/4	51 2 3/4	78 2 1/4	92 4 3/4	102 5 1/2	114 7	63 2 1/4	71 2 1/2	118 7 1/2	140 11 1/2	95 6	85 5 1/4
BAHON	48 3	45 3	58 3 3/4	63 4	93 4 3/4	72 3 3/4	110 6 1/2	101 9	82 6	23 2		41 4	40 4 1/4	32 2 1/4	52 3 1/4	48 2 3/4	71 3 3/4	74 1 3/4	101 4 3/4	115 6 3/4	125 7 1/2	137 9	86 4	94 4 1/2	41 9 1/2	63 13 1/2	118 8	108 7 1/4
DONDON	39 3	36 3	49 3 3/4	64 4	84 4 3/4	63 3 3/4	101 6 1/2	92 9	73 6	18 2	41 4		33 4 1/4	23 2 1/4	53 3 1/4	39 2 3/4	62 3 3/4	66 4 3/4	92 3 3/4	106 6 3/4	116 7 1/2	128 9	77 4 1/4	85 4 1/2	132 9 1/2	154 13 1/2	109 8	99 7 1/4
CITADELLE	30 2 1/2	27 2 1/2	40 3 1/4	45 3 1/2	75 4 1/4	54 3 1/4	92 6	83 8 1/2	64 5 1/2	17 2 1/4	40 4 1/4	33 4 1/4		10 2	44 3	30 2 1/2	53 3 1/2	56 4 1/2	83 4 1/2	97 6 1/2	107 7 1/4	119 8 3/4	68 4	76 4 1/4	23 9 1/4	45 13 1/4	100 7 1/4	90 7
MILOT	20 1/2	17 1/2	30 1 1/4	35 1 1/4	65 3 1/4	44 1 1/4	82 4	73 6 1/2	54 3 1/2	9 1/4	32 2 1/4	23 2 1/4	10 2		34 1	20 1/2	43 1 1/2	46 2 1/3	73 2 1/2	87 4 1/2	97 5 1/4	109 6 3/4	58 5	66 2 1/4	113 7 1/4	135 11 1/4	90 5 3/4	80 5
LE TROU	28 1	18 2/3	38 1 3/4	43 2	73 2 3/4	52 1 3/4	90 4 1/2	81 9	62 4	39 1 1/4	62 3 1/4	53 3 1/4	44 3	34 1		14 1/2	9 1/2	12 1 1/2	39 1 1/2	53 3 1/2	63 4 1/4	75 5 3/4	29 1	32 1 1/4	79 6 1/4	101 10 1/4	56 4 3/4	46 4
LIMONADE	14 1/2	4 1/6	24 1 1/4	29 1 1/2	59 2 1/4	38 1 1/4	76 4	57 6 1/2	48 3 1/2	26 3/4	48 2 3/4	39 2 3/4	30 2 1/2	20 1/2	14 1/2		23 1	26 2	53 2	67 4	77 4 3/4	89 6 1/4	38 1 1/2	46 1 3/4	93 10 3/4	115 18 3/4	68 5 1/4	58 4 1/2
TERRIER ROUGE	37 1 1/2	27 1 1/6	47 2 1/4	52 2 1/2	82 3 1/4	67 2 1/4	99 5	90 7 1/2	71 4 1/2	48 1 3/4	71 3 3/4	62 3 3/4	53 3 1/2	43 1 1/2	9 1/2	23 1		21 2	30 1	44 3	54 3 3/4	66 5 1/4	15 1/2	23 3/4	70 5 3/4	92 9 3/4	47 4 1/4	37 3 1/2
SAINTE SUZANNE	40 2 1/2	30 2	50 3 1/4	55 3 1/2	85 4 1/4	64 3 1/4	102 6	93 8 1/2	74 5 1/2	51 2 3/4	74 4 3/4	65 4 3/4	56 4 1/2	45 2 1/2	12 1 1/2	25 2	21 2		51 3 1/2	65 5 1/2	75 5 1/4	87 7 1/4	36 3	44 3 1/4	91 8 1/4	113 11 1/2	68 6 3/4	58 6
QUANAMINTHE	67 2 1/2	57 2	77 3 1/4	82 3 1/2	112 4 1/4	91 3 1/4	129 6	120 8 1/2	101 5 1/2	78 2 1/4	101 4 3/4	92 3 3/4	83 4 1/2	73 2 1/2	39 1 1/2	53 2	30 1	51 3 1/2		14 2	24 2 3/4	36 4 1/4	21 1	14 1/2	56 5	78 9	33 3 1/2	23 2 3/4
CAPOTILLE	81 4 1/2	71 4	91 5 1/4	96 5 1/2	126 6 1/4	105 5 1/4	143 8	134 10 1/2	115 7 1/2	92 4 3/4	115 6 3/4	106 6 3/4	97 6 1/2	87 4 1/2	53 3 1/2	57 4	44 3	65 5 1/2	14 2		22 2	34 5 1/2	36 3	29 2 1/2	70 7	92 11	47 5 1/2	37 4 3/4
MONT ORGANISE	91 5 1/4	81 4 3/4	101 6	106 6 1/4	136 7	115 6	153 8 3/4	144 11 1/4	125 8 1/4	102 5 1/2	125 7 1/2	116 7 1/2	107 7 1/4	97 5 1/4	63 4 1/4	77 4 3/4	54 3 3/4	75 6 1/4	24 2 3/4	22 3		12 1 1/2	45 3 3/4	38 3 1/4	34 4 1/2	56 8 1/2	57 6	67 6 3/4
CARICE	103 6 3/4	93 6 1/4	113 7 1/2	118 7 3/4	148 8 1/2	127 7 1/2	165 10 1/4	156 12 3/4	137 9 3/4	114 7	137 9	178 9	119 8 1/4	109 6 3/4	75 5 3/4	89 6 1/4	66 5 1/4	87 7 3/4	36 4 1/4	34 5 1/2	12 1 1/2		57 5 1/4	50 4 3/4	22 3	44 7	45 6	55 4 3/4
FORT LIBERTE	52 2	42 1 1/2	62 2 3/4	67 3	97 3 3/4	76 2 3/4	114 5 1/2	105 8	86 5	63 2 1/4	86 4 1/4	77 4 1/4	68 4	58 2	29 1	38 1 1/2	15 1/2	36 3	21 1	35 3	45 3 3/4	57 5 1/4		6 1/4	60 6 1/4	82 10 1/4	37 4 3/4	27 4
FERRIER	60 2 1/4	50 1 3/4	70 3	75 3 1/4	105 4	87 2 3/4	122 5 3/4	113 8 1/4	94 5 1/4	71 2 1/2	94 4 1/2	85 4 1/2	76 4 1/4	66 2 1/4	32 1 1/4	46 1 3/4	23 3/4	44 3 1/4	14 1/2	29 2 1/2	38 3 1/4	50 4 3/4	6 1/4		56 5 3/4	78 9 3/4	33 4 1/4	23 3 1/4
VALLIERE	107 7 1/4	97 6 3/4	117 8 1/4	122 8 1/4	157 9	131 8	169 10 3/4	160 13 1/4	141 10 1/4	118 7 1/2	141 9 1/2	132 9 1/2	123 9 1/4	113 7 1/4	79 6 1/4	93 10 3/4	70 5 3/4	91 8 1/4	56 5	70 7	54 4 1/2	22 3	60 6 1/4	56 5 3/4		22 4	23 1 1/2	34 2 1/4
MOMBIN CROCHU	129 11 1/4	119 10 3/4	139 12	144 12 1/4	174 13	152 12	191 14 3/4	182 17 1/4	163 14 1/4	140 11 1/2	163 13 1/2	154 13 1/2	145 13 1/4	135 11 1/4	101 10 1/4	115 10 3/4	52 9 3/4	113 12 1/4	78 9	92 11	56 8 1/2	44 7	82 10 1/4	78 9 3/4		45 5 1/2	55 6 1/4	
PERCHES	84 5 3/4	74 5 1/4	94 6 1/2	99 6 3/4	129 7 1/2	108 6 1/2	146 9 1/4																					

LEGEND

Km. hour Auto

Km. hours

Auto & MOUNTED

Km. hours

MOUNTED

MILITARY DEPARTMENT OF THE CENTER.

	HINCHE	MAISSADE	M ^{me} JOIE	CERCA-CARVAJAL	LOS PALIS	CERCA-LA-SOURCE	THOMONDE	LAS CAHOBAS	BELLADERE	ROI-SEC	SAVANETTE	THOMASSIQUE	MIREBALAIS	SAUT-D'EAU	TERRE-ROUGE	LAMIELLE	CASTILLEUR
HINCHE		18 $\frac{3}{4}$	30 $\frac{2}{2}$	26 $\frac{2}{4}$	10 $\frac{1}{4}$	55 $\frac{5}{2}$	19 $\frac{1}{2}$	49 $\frac{1}{4}$	69 $\frac{1}{4}$	64 $\frac{2}{2}$	81 $\frac{5}{2}$	27 $\frac{3}{3}$	72 $\frac{2}{2}$	90 $\frac{3}{3}$	87 $\frac{2}{2}$	91 $\frac{1}{2}$	67 $\frac{6}{2}$
MAISSADE	18 $\frac{3}{4}$		12 $\frac{1}{4}$	44 $\frac{3}{3}$	28 $\frac{1}{1}$	73 $\frac{6}{4}$	37 $\frac{1}{4}$	67 $\frac{2}{2}$	91 $\frac{2}{2}$	82 $\frac{2}{4}$	99 $\frac{6}{4}$	45 $\frac{3}{4}$	90 $\frac{2}{4}$	108 $\frac{3}{4}$	105 $\frac{3}{4}$	109 $\frac{9}{4}$	85 $\frac{7}{4}$
M ^{me} JOIE	30 $\frac{2}{2}$	12 $\frac{1}{4}$		56 $\frac{4}{4}$	40 $\frac{2}{4}$	85 $\frac{7}{2}$	45 $\frac{2}{4}$	79 $\frac{3}{4}$	99 $\frac{3}{4}$	94 $\frac{4}{4}$	111 $\frac{7}{2}$	57 $\frac{5}{5}$	102 $\frac{4}{4}$	120 $\frac{5}{5}$	117 $\frac{4}{2}$	161 $\frac{10}{2}$	97 $\frac{8}{2}$
CERCA-CARVAJAL	26 $\frac{2}{4}$	44 $\frac{3}{3}$	56 $\frac{4}{4}$		36 $\frac{2}{2}$	81 $\frac{7}{4}$	45 $\frac{2}{4}$	75 $\frac{3}{2}$	95 $\frac{4}{4}$	90 $\frac{4}{2}$	107 $\frac{2}{4}$	53 $\frac{5}{4}$	98 $\frac{4}{4}$	116 $\frac{5}{4}$	113 $\frac{4}{4}$	117 $\frac{10}{4}$	93 $\frac{8}{4}$
LOS PALIS	10 $\frac{1}{4}$	28 $\frac{1}{1}$	40 $\frac{2}{4}$	36 $\frac{2}{2}$		45 $\frac{5}{4}$	29 $\frac{3}{4}$	59 $\frac{1}{2}$	79 $\frac{2}{2}$	74 $\frac{2}{4}$	91 $\frac{5}{4}$	37 $\frac{2}{4}$	82 $\frac{2}{4}$	100 $\frac{3}{4}$	97 $\frac{2}{4}$	101 $\frac{8}{4}$	77 $\frac{6}{4}$
CERCA-LA-SOURCE	55 $\frac{5}{2}$	73 $\frac{6}{4}$	85 $\frac{7}{2}$	81 $\frac{7}{4}$	45 $\frac{5}{4}$		74 $\frac{6}{6}$	104 $\frac{6}{4}$	124 $\frac{7}{4}$	119 $\frac{7}{2}$	136 $\frac{11}{11}$	28 $\frac{2}{2}$	127 $\frac{7}{2}$	145 $\frac{8}{2}$	142 $\frac{8}{8}$	36 $\frac{3}{3}$	12 $\frac{1}{1}$
THOMONDE	19 $\frac{1}{2}$	37 $\frac{1}{4}$	49 $\frac{2}{2}$	45 $\frac{2}{4}$	29 $\frac{3}{4}$	74 $\frac{6}{6}$		30 $\frac{3}{4}$	54 $\frac{1}{4}$	45 $\frac{1}{2}$	62 $\frac{5}{5}$	46 $\frac{3}{2}$	53 $\frac{1}{2}$	71 $\frac{2}{2}$	68 $\frac{2}{2}$	110 $\frac{9}{9}$	86 $\frac{7}{7}$
LAS CAHOBAS	45 $\frac{1}{4}$	67 $\frac{2}{2}$	79 $\frac{3}{4}$	75 $\frac{3}{2}$	59 $\frac{1}{2}$	104 $\frac{6}{4}$	30 $\frac{3}{4}$		28 $\frac{3}{4}$	15 $\frac{1}{1}$	32 $\frac{4}{4}$	76 $\frac{4}{4}$	23 $\frac{3}{4}$	41 $\frac{1}{4}$	38 $\frac{1}{4}$	140 $\frac{9}{4}$	116 $\frac{7}{4}$
BELLADERE	69 $\frac{1}{4}$	91 $\frac{2}{2}$	99 $\frac{3}{4}$	95 $\frac{4}{4}$	79 $\frac{2}{2}$	124 $\frac{7}{4}$	54 $\frac{1}{4}$	28 $\frac{3}{4}$		12 $\frac{3}{4}$	60 $\frac{5}{5}$	96 $\frac{4}{4}$	41 $\frac{1}{2}$	69 $\frac{2}{2}$	56 $\frac{2}{2}$	160 $\frac{10}{4}$	136 $\frac{8}{4}$
ROI-SEC	64 $\frac{2}{2}$	82 $\frac{2}{4}$	94 $\frac{4}{4}$	90 $\frac{4}{2}$	74 $\frac{2}{4}$	119 $\frac{7}{2}$	45 $\frac{1}{2}$	15 $\frac{1}{1}$	12 $\frac{3}{4}$		47 $\frac{5}{5}$	91 $\frac{5}{5}$	38 $\frac{1}{4}$	56 $\frac{2}{4}$	53 $\frac{2}{4}$	155 $\frac{10}{2}$	131 $\frac{8}{2}$
SAVANETTE	81 $\frac{5}{2}$	99 $\frac{6}{4}$	111 $\frac{7}{2}$	107 $\frac{2}{4}$	91 $\frac{5}{4}$	136 $\frac{11}{11}$	62 $\frac{5}{5}$	32 $\frac{4}{4}$	60 $\frac{5}{5}$	47 $\frac{5}{5}$		108 $\frac{8}{2}$	35 $\frac{4}{2}$	53 $\frac{5}{2}$	50 $\frac{5}{5}$	172 $\frac{14}{14}$	148 $\frac{12}{12}$
THOMASSIQUE	27 $\frac{3}{3}$	45 $\frac{3}{4}$	57 $\frac{5}{5}$	53 $\frac{5}{4}$	37 $\frac{2}{4}$	28 $\frac{2}{2}$	46 $\frac{3}{2}$	76 $\frac{4}{4}$	96 $\frac{4}{4}$	91 $\frac{5}{5}$	108 $\frac{8}{2}$		99 $\frac{5}{5}$	117 $\frac{6}{6}$	114 $\frac{5}{2}$	64 $\frac{5}{2}$	40 $\frac{3}{2}$
MIREBALAIS	72 $\frac{2}{2}$	90 $\frac{2}{4}$	102 $\frac{4}{4}$	98 $\frac{4}{4}$	82 $\frac{2}{4}$	127 $\frac{7}{2}$	53 $\frac{1}{2}$	23 $\frac{3}{4}$	41 $\frac{1}{2}$	38 $\frac{1}{4}$	35 $\frac{4}{2}$	99 $\frac{5}{5}$		18 $\frac{1}{1}$	15 $\frac{1}{2}$	163 $\frac{10}{2}$	139 $\frac{8}{2}$
SAUT-D'EAU	90 $\frac{3}{3}$	108 $\frac{3}{4}$	120 $\frac{5}{5}$	116 $\frac{5}{4}$	100 $\frac{3}{4}$	145 $\frac{8}{2}$	71 $\frac{2}{2}$	41 $\frac{1}{4}$	69 $\frac{2}{2}$	56 $\frac{2}{4}$	53 $\frac{5}{2}$	117 $\frac{6}{6}$	18 $\frac{1}{1}$		19 $\frac{1}{1}$	181 $\frac{11}{2}$	157 $\frac{9}{2}$
TERRE-ROUGE	87 $\frac{2}{2}$	105 $\frac{3}{4}$	117 $\frac{4}{2}$	113 $\frac{4}{4}$	97 $\frac{2}{4}$	142 $\frac{8}{8}$	68 $\frac{2}{2}$	38 $\frac{1}{4}$	56 $\frac{2}{2}$	53 $\frac{2}{4}$	50 $\frac{5}{5}$	114 $\frac{5}{2}$	15 $\frac{1}{2}$	19 $\frac{1}{1}$		178 $\frac{11}{11}$	154 $\frac{9}{9}$
LAMIELLE	91 $\frac{8}{2}$	109 $\frac{9}{4}$	161 $\frac{10}{2}$	117 $\frac{10}{4}$	101 $\frac{8}{4}$	36 $\frac{3}{3}$	110 $\frac{9}{9}$	140 $\frac{9}{4}$	160 $\frac{10}{4}$	155 $\frac{10}{2}$	172 $\frac{14}{2}$	64 $\frac{5}{2}$	163 $\frac{10}{2}$	181 $\frac{11}{2}$	178 $\frac{11}{11}$		48 $\frac{4}{4}$
CASTILLEUR	67 $\frac{6}{2}$	85 $\frac{7}{4}$	97 $\frac{8}{2}$	93 $\frac{8}{4}$	77 $\frac{6}{4}$	12 $\frac{1}{1}$	86 $\frac{7}{7}$	116 $\frac{7}{4}$	136 $\frac{8}{4}$	131 $\frac{8}{2}$	148 $\frac{12}{12}$	34 $\frac{3}{4}$	40 $\frac{8}{2}$	139 $\frac{9}{2}$	154 $\frac{9}{9}$	48 $\frac{4}{4}$	

LEGEND

Kms.	Hrs.
------	------

AUTO.

Kms.	Hrs.
------	------

AUTO - HORSE.

Kms.	Hrs.
------	------

HORSE.

Auto, Horse and Boat
 Automobile
 Horse back
 Motor boat

TIME AND DISTANCE SCALE MILITARY DEPARTMENT OF PORT-AU-PRINCE

NOTE: ESTIMATED RATES OF TRAVEL:
 Automobile 30K per hour
 Horse 4K -
 Boat 1K -
 Distance to La Gonaïve from
 points on mainland are via
 Arcataia and Leogane
 Lemuel C. Shepherd Jr. A.D.H.

	PORT-AU-PRINCE	CAZEAU	CABARET	ARCHAIE	LULY	LATHAN	ORANGERS	THOMAZEAU	GLORE	CORNILLON	ST. PIERRE	CROIX-DES-BOUQUETS	GANTHIER	FONDS PARISIEN	FONDS VERRETTES	PETIONVILLE	KENSKOFF	FURCY	CARREFOUR	GRESSIER	JACHEL	CAYES-JACHEL	MARIGOT	SALTROU	GRAND GOSIER	BANANE	ANSE A PITRE	BANET	COTES DE FER	ANSE A GAULETS	ETROITS	GROS MANGLES	DANDEVILLE	POINTE A RAQUETTE	PICHI	PETITE ANSE			
PORT-AU-PRINCE		8 1/4	34	1 48 1/2	55 1/2	16 1/2	16 1/2	38 1/2	46 1/2	38 1/2	25 3/4	40 1/2	15 1/2	36 1/4	46 1/2	8 1/4	24 1/2	24 1/2	8 1/4	21 3/4	95 3	110 3/2	121 4	121 4	32 4	121 4	121 4	121 4	121 4	121 4	121 4	121 4	121 4	121 4	121 4	121 4	121 4	121 4	
CAZEAU	8 1/4		26 3/4	40 1/4	47 1/2	8 1/4	30 1/4	38 1/2	12 1/2	7 1/4	20 1/4	38 1/4	16 1/2	32 1/4	16 1/2	32 1/4	16 1/2	32 1/4	16 1/2	29 1/4	103 3/4	118 3/4	129 4/4	129 4/4	129 4/4	129 4/4	129 4/4	129 4/4	129 4/4	129 4/4	129 4/4	129 4/4	129 4/4	129 4/4	129 4/4	129 4/4	129 4/4	129 4/4	
CABARET	34	26 3/4		6 1/4	13 1/2	23 3/4	4	42 1/2	50 1/4	30 1/4	15 1/2	30 1/4	15 1/2	36 1/4	61 2	42 1/4	58 2	42 1/4	14 1/4	45 1/4	129 4	144 4/4	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	
ARCHAIE	48 1/2	40 1/4	6 1/4		7 1/4	29 1/4	6 1/4	48 1/2	56 2	48 1/2	36 1/4	57 2	67 2/4	2 1/4	56 1/4	72 2/2	42 1/4	58 2	56 1/4	69 2/4	143 4/4	158 5	169 5/2	169 5/2	169 5/2	169 5/2	169 5/2	169 5/2	169 5/2	169 5/2	169 5/2	169 5/2	169 5/2	169 5/2	169 5/2	169 5/2	169 5/2	169 5/2	
LULY	55 1/2	47 1/2	13 1/2	7 1/4		36 1/4	36 1/4	55 1/2	63 2/4	30 1/4	15 1/2	43 1/2	64 2/4	74 2/2	2 1/4	63 2	79 2/4	63 2	76 2/2	150 4/4	165 5/4	176 5/4	176 5/4	176 5/4	176 5/4	176 5/4	176 5/4	176 5/4	176 5/4	176 5/4	176 5/4	176 5/4	176 5/4	176 5/4	176 5/4	176 5/4	176 5/4		
LATHAN	16 1/2	8 1/4	23 3/4	29 1/4	36 1/4		15 1/2	30 1/4	38 1/2	30 1/4	15 1/2	13 1/2	34 1/4	44 1/2	44 1/2	24 3/4	40 1/2	40 1/2	24 3/4	37 1/4	111 3/2	126 4	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	
ORANGERS	16 1/2	8 1/4	23 3/4	29 1/4	36 1/4	15 1/2		30 1/4	38 1/2	30 1/4	15 1/2	13 1/2	34 1/4	44 1/2	44 1/2	24 3/4	40 1/2	40 1/2	24 3/4	37 1/4	111 3/2	126 4	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	
THOMAZEAU	38 1/2	30 1/4	42 1/2	48 1/4	55 2	30 1/4	8 1/4		22 3/4	43 1/2	53 1/4	21 3/4	10 1/4	10 1/4	10 1/4	54 1/4	70 2/4	54 1/4	67 2/4	141 4/4	156 5	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	
GLORE	46 1/2	38 1/2	50 1/4	56 2	63 2/4	38 1/4	8 1/4	22 3/4		30 1/4	51 1/4	61 2	5 1/4	5 1/4	5 1/4	54 1/4	70 2/4	54 1/4	67 2/4	141 4/4	156 5	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	
CORNILLON	38 1/2	30 1/4	42 1/2	48 1/4	55 2	30 1/4	8 1/4	22 3/4	43 1/2	53 1/4	21 3/4	10 1/4	10 1/4	10 1/4	10 1/4	54 1/4	70 2/4	54 1/4	67 2/4	141 4/4	156 5	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	
ST. PIERRE	38 1/2	30 1/4	42 1/2	48 1/4	55 2	30 1/4	8 1/4	22 3/4	43 1/2	53 1/4	21 3/4	10 1/4	10 1/4	10 1/4	10 1/4	54 1/4	70 2/4	54 1/4	67 2/4	141 4/4	156 5	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	
CROIX-DES-BOUQUETS	15 1/2	7 1/4	30 1/4	36 1/4	43 1/2	13 1/2	22 3/4	30 1/4	38 1/2	30 1/4	15 1/2	13 1/2	34 1/4	44 1/2	44 1/2	24 3/4	40 1/2	40 1/2	24 3/4	37 1/4	111 3/2	126 4	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	137 4/2	
GANTHIER	36 1/4	28 1/4	51 1/4	57 2	64 2/4	34 1/4	44 1/2	53 1/4	61 2	42 1/4	58 2	42 1/4	14 1/4	45 1/4	129 4	144 4/4	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	
FONDS PARISIEN	46 1/2	38 1/2	50 1/4	56 2	63 2/4	38 1/4	8 1/4	22 3/4	43 1/2	53 1/4	21 3/4	10 1/4	10 1/4	10 1/4	10 1/4	54 1/4	70 2/4	54 1/4	67 2/4	141 4/4	156 5	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2
FONDS VERRETTES	46 1/2	38 1/2	50 1/4	56 2	63 2/4	38 1/4	8 1/4	22 3/4	43 1/2	53 1/4	21 3/4	10 1/4	10 1/4	10 1/4	10 1/4	54 1/4	70 2/4	54 1/4	67 2/4	141 4/4	156 5	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	167 5/2	
PETIONVILLE	8 1/4	16 1/2	42 1/4	56 1/4	63 2	24 3/4	44 1/2	54 1/4	34 1/4	44 1/2	54 1/4	34 1/4	44 1/2	54 1/4	34 1/4	44 1/2	54 1/4	34 1/4	44 1/2	54 1/4	34 1/4	44 1/2	54 1/4	34 1/4	44 1/2	54 1/4	34 1/4	44 1/2	54 1/4	34 1/4	44 1/2	54 1/4	34 1/4	44 1/2	54 1/4	34 1/4	44 1/2		
KENSKOFF	24 1/2	32 1/4	58 2	72 2/2	79 2/4	40 1/2	40 1/2	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4		
FURCY	24 1/2	32 1/4	58 2	72 2/2	79 2/4	40 1/2	40 1/2	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4	62 1/2	70 2/4		
CARREFOUR	8 1/4	16 1/2	42 1/4	56 1/4	63 2	24 3/4	44 1/2	54 1/4	34 1/4	44 1/2	54 1/4	34 1/4	44 1/2	54 1/4	34 1/4	44 1/2	54 1/4	34 1/4	44 1/2	54 1/4	34 1/4	44 1/2	54 1/4	34 1/4	44 1/2	54 1/4	34 1/4	44 1/2	54 1/4	34 1/4	44 1/2	54 1/4	34 1/4	44 1/2	54 1/4	34 1/4			
GRESSIER	21 3/4	29 1/4	45 1/4	69 2/4	76 2/2	37 1/4	44 1/2	53 1/4	61 2	42 1/4	58 2	42 1/4	14 1/4	45 1/4	129 4	144 4/4	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5	155 5		
JACHEL	95 3	103 3/4	129 4	143 4/4	150 4/4	111 3/2	133 1/2	141 4/4	147 4/4	110 3/2	131 1/2	141 4/4	147 4/4	110 3/2	131 1/2	141 4/4	147 4/4	110 3/2	131 1/2	141 4/4	147 4/4	110 3/2	131 1/2	141 4/4	147 4/4	110 3/2	131 1/2	141 4/4	147 4/4	110 3/2	131 1/2	141 4/4	147 4/4	110 3/2	131 1/2	141 4/4	147 4/4		
CAYES-JACHEL	110 3/2	118 3/4	144 4/4	158 5	165 5/4	126 4	148 5	156 5/4	126 4	148 5	156 5/4	126 4	148 5	156 5/4	126 4	148 5	156 5/4	126 4	148 5	156 5/4	126 4	148 5	156 5/4	126 4	148 5	156 5/4	126 4	148 5	156 5/4	126 4	148 5	156 5/4	126 4	148 5	156 5/4	126 4	148 5		
MARIGOT	121 4	129 4/4	155 5	169 5/2	176 5/4	137 4/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2		
SALTROU	121 4	129 4/4	155 5	169 5/2	176 5/4	137 4/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2			
GRAND GOSIER	121 4	129 4/4	155 5	169 5/2	176 5/4	137 4/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2			
BANANE	121 4	129 4/4	155 5	169 5/2	176 5/4	137 4/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2			
ANSE A PITRE	121 4	129 4/4	155 5	169 5/2	176 5/4	137 4/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2	159 5/2	167 5/2			
BANET	121 4	129 4/4	155 5	169 5/2	176 5/4	137 4/2	159 5/2	167 5/2	159 5/2																														

Military Department of the West	Goneaves	Anse a Fleur	Anse Rouge	Baie de Henne	Bassin Bleu	Bombard	Desdunes	Desdunes	Ennery	6 ^{de} Saline	Gros Morne	J ^o Rabal	La Chapelle	La Victoire	Marmelade	Mole	Port de Paix	Rangite	S ^t Louis du Nord	S ^t Marc	S ^t Michel	S ^t Raphael	Terre Neuve	Verrettes	Ile de la Tortue
Goneaves	106 3	56 3	16 1	53 1	92 1	35 1	128 1	85 1	25 1	30 1	135 1	116 1	11 1	74 3	165 1	53 1	78 2	19 1	92 2	79 2	56 2	78 3	54 3	93 2	90 3
Anse a Fleur	106 3	162 6	176 6	52 1	13 1	141 4	141 4	136 3	135 6	136 3	84 10	222 1	217 9	180 6	114 3	159 4	20 6	27 1	14 1	185 5	161 5	184 6	160 6	159 5	20 1
Anse Rouge	56 3	162 6	20 4	109 4	36 7	91 4	91 4	84 3	145 6	86 3	91 4	172 1	167 9	130 6	52 7	109 4	128 8	151 6	134 5	151 6	148 5	135 5	112 5	134 6	146 6
Baie de Henne	16 1	182 0	20 4	124 8	16 3	11 8	11 8	104 5	165 9	105 10	50 10	192 8	187 5	160 10	72 11	129 8	143 9	171 10	102 10	154 9	171 10	168 9	155 9	132 9	156 10
Bassin Bleu	53 1	53 1	109 4	129 8	145 11	88 2	88 2	72 2	142 4	23 3	82 6	169 8	155 10	118 4	112 10	106 3	125 8	139 5	25 1	145 1	39 1	132 3	110 3	122 4	107 4
Bombard	92 1	198 1	36 7	16 3	12 15	12 15	12 15	12 15	18 15	122 11	34 7	208 10	164 10	23 5	145 10	145 10	91 5	193 13	184 10	171 10	170 10	170 10	160 10	169 10	166 10
Desdunes	35 1	141 4	91 4	11 8	88 2	12 12	26 3	63 1	15 3	65 1	70 9	108 14	146 11	109 4	200 10	44 1	130 4	113 3	136 6	127 3	71 2	91 3	113 4	89 4	95 5
Desdunes	35 1	141 4	91 4	11 8	88 2	12 12	26 3	63 1	15 3	65 1	70 9	108 14	146 11	109 4	200 10	44 1	130 4	113 3	136 6	127 3	71 2	91 3	113 4	89 4	95 5
Ennery	28 1	125 3	84 3	104 3	72 2	12 12	63 1	15 3	117 3	42 1	145 3	145 3	82 3	45 2	184 3	81 2	66 2	98 2	111 3	107 2	27 1	149 2	82 3	121 3	109 5
6 ^{de} Saline	89 2	195 5	145 6	165 9	142 1	18 1	15 3	70 3	117 3	119 3	22 1	200 10	163 5	25 1	144 1	12 6	184 6	167 4	181 5	24 3	145 4	167 5	143 5	56 1	179 5
Gros Morne	30 1	76 2	60 12	80 16	23 3	96 19	65 1	65 1	49 1	119 3	103 14	146 11	152 10	95 3	135 11	83 2	103 11	116 4	58 1	122 6	62 1	109 2	77 2	99 3	84 3
J ^o Rabal	135 8	84 1	50 10	50 10	82 6	34 7	70 9	145 3	22 1	105 7	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1
La Chapelle	116 6	222 1	172 10	192 3	169 8	208 11	108 6	93 6	145 3	61 10	146 11	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1
La Victoire	111 6	208 8	167 9	187 13	155 4	203 17	146 7	146 7	200 8	132 6	231 4	227 12	61 4	276 18	164 12	183 12	16 2	180 8	24 4	194 8	85 8	53 4	29 2	165 4	20 8
Marmelade	74 3	180 3	130 6	150 10	118 4	166 14	109 4	109 4	45 2	163 5	95 3	200 1	190 9	250 15	274 12	63 2	143 5	80 4	157 5	153 5	22 1	44 2	128 6	167 5	165 6
Mole	108 10	114 11	52 7	72 11	102 5	143 13	143 13	143 13	143 13	143 13	143 13	143 13	143 13	143 13	143 13	143 13	143 13	143 13	143 13	143 13	143 13	143 13	143 13	143 13	143 13
Port de Paix	58 1	159 4	109 4	129 8	106 3	143 8	44 1	19 1	81 2	44 1	83 2	88 9	44 5	164 12	127 4	16 1	148 5	131 3	145 4	32 1	109 2	131 4	107 4	48 1	143 4
Port de Paix	78 2	275 1	134 5	156 5	25 1	91 5	113 3	113 3	98 2	167 4	58 1	56 5	192 8	143 5	86 5	131 3	145 4	167 5	178 6	175 5	39 1	17 1	149 6	158 6	176 6
Rangite	10 1	198 8	157 12	171 10	145 10	193 13	164 11	136 6	72 5	140 8	122 6	221 12	24 4	80 14	209 14	151 11	173 12	24 4	170 5	184 8	180 8	145 4	20 2	165 8	182 8
S ^t Louis du Nord	92 2	14 1	148 5	168 9	39 1	103 10	127 3	127 3	111 3	181 5	62 1	70 9	208 9	184 8	157 5	100 10	145 4	164 9	178 6	173 5	12 8	171 10	139 4	161 4	146 5
S ^t Marc	79 2	185 5	135 5	155 9	132 3	71 2	46 1	107 2	24 3	109 2	24 3	10 6	190 8	153 5	181 10	32 1	175 5	152 4	180 11	171 10	135 4	157 5	133 5	39 1	169 5
S ^t Michel	56 2	153 5	112 5	132 9	110 3	91 3	33 6	275 1	145 4	77 2	182 10	172 8	165 10	22 1	164 10	109 3	128 8	39 1	125 4	145 4	139 4	135 4	22 1	110 5	147 4
S ^t Raphael	78 3	175 6	134 6	154 10	122 4	113 4	113 4	435 2	167 5	99 3	204 11	194 9	29 2	44 2	186 11	131 4	150 9	17 1	147 5	20 2	161 4	157 5	22 1	132 6	171 5
Terre Neuve	30 1	160 6	40 2	60 10	45 10	89 4	89 4	82 3	143 5	20 3	110 7	70 9	163 9	128 6	80 20	107 4	149 6	133 5	153 5	146 5	133 5	110 5	132 6	147 5	144 6
Verrettes	32 2	199 5	149 5	169 9	146 4	83 8	95 2	70 2	121 3	56 1	123 3	23 4	204 8	167 5	258 11	40 6	188 6	172 4	185 5	39 1	149 4	171 5	147 5	183 5	5 1
Ile de la Tortue	90 3	20 1	146 6	166 10	37 1	103 14	123 4	123 4	102 5	179 6	60 2	52 9	206 9	192 9	155 6	80 7	143 9	162 10	115 8	182 11	11 3	169 5	146 6	183 6	183 6

AUTOMOBILE ROADS

CAYES

0:30
15

CAVAILLOV

1:00
41

0:30
16

ST. LOUIS DU SUD

1:45
62

1:15
37

0:45
31

AQUIN

2:45
100

2:15
75

1:45
59

1:00
38

ST. MICHEL DU SUD

3:30
137

3:00
112

2:30
96

2:00
82

1:15
57

0:15
13

MIRAGOANE

3:30
137

3:00
112

2:30
96

1:45
75

0:45
37

0:45
28

PETIT-GOAVE

3:50
150

3:20
125

2:50
109

2:05
88

1:05
50

1:05
41

0:20
13

GRAND GOAVE

4:00
155

3:40
143

3:00
119

2:15
93

1:15
53

1:15
46

0:30
18

CARREFOUR FAUCHE

4:30
169

4:00
144

3:30
128

2:45
107

1:45
69

1:00
60

0:40
32

0:20
13

TROUIN

4:20
173

3:50
148

3:20
132

2:35
111

1:35
73

1:35
64

0:50
36

0:20
18

0:50
32

LEOGANE

3:45
134

3:15
109

2:45
93

2:00
72

1:00
34

0:45
21

1:30
49

1:50
63

2:00
81

2:30
105

2:20
85

PETITE RIVIERE DE NIPPES

4:15
147

3:45
123

3:15
106

2:30
94

1:30
57

1:15
44

2:00
62

2:30
99

3:00
118

2:50
113

0:30
13

ANSE-A-VEAU

4:55
167

4:25
142

3:55
126

3:10
105

2:10
73

1:35
54

2:40
82

3:00
100

3:40
114

3:30
118

1:10
33

0:40
20

PETIT TROU DE NIPPES

2:30
61

2:00
36

2:30
52

3:45
73

4:15
111

4:30
118

5:00
148

5:20
161

5:30
166

6:00
184

5:50
146

5:45
159

6:25
179

BARADERES

4:15
88

4:45
119

5:15
129

6:00
158

7:00
188

7:15
201

7:45
223

8:05
238

8:15
243

8:35
261

8:00
222

8:30
236

9:10
256

6:45
149

ROSEAUX

5:00
104

5:30
129

6:00
146

6:45
166

7:45
208

8:00
221

8:30
241

8:50
254

9:00
259

9:30
277

8:45
238

9:15
252

9:55
272

7:30
195

0:35
13

JEREMIE

5:50
126

5:20
151

6:20
167

7:35
188

8:35
226

8:50
239

9:40
263

9:50
276

10:20
281

10:10
295

9:35
299

10:05
260

10:45
274

8:20
187

0:50
22

MORON

1:45
40

2:15
65

2:45
81

3:30
102

4:40
153

5:15
177

5:35
190

5:45
195

6:15
209

6:05
213

5:30
174

6:00
187

6:40
207

6:10
128

6:45
144

7:35
166

PORT SALUT

0:15
8

0:45
15

1:15
30

2:00
50

3:00
108

3:15
121

4:05
185

4:15
158

4:45
177

4:15
163

4:35
177

4:00
142

4:30
153

2:45
96

3:15
112

3:30
134

TORBECK

0:15
3

1:15
23

1:45
35

2:30
55

3:30
85

3:45
103

4:15
136

4:45
160

5:15
179

5:05
192

5:30
196

5:40
197

6:15
210

3:30
94

4:15
103

5:05
123

5:05
123

1:00
33

CAMP PERRIN

3:40
115

3:10
90

2:40
74

1:55
73

2:05
86

2:20
110

3:20
123

3:30
128

3:40
146

3:05
107

3:35
140

4:05
172

5:10
203

8:40
241

9:30
255

5:25
123

4:25
138

COÏTES-DE-FER

TIME IN HOURS AND MINUTES
DISTANCE IN KILOMETERS

TRAILS

[illegible]

COMMUNICATIONS

700

CABLES:

701-100

The All America Cables, Inc., whose main office is located at 89 Broad Street, New York, N.Y., U.S.A., maintains two offices in Haiti.

The Port au Prince office is connected direct to Fisherman's Point (Guantanamo Bay, Cuba), and is also connected to Mole St. Nicolas and Cape Haitian via the old French Cable. However, this latter line, though kept in good condition, is no longer used, and is maintained solely for use in an emergency. This French Line has been disconnected and the ends insulated at the cable huts in Port au Prince, Mole Saint Nicolas and Cape Haitian, though employees of the company state that connections could be re-established, employees and instruments sent to Mole St. Nicolas, and communications sent over this line within twenty-four (24) hours.

The Cape Haitian office, in addition to being connected directly to Fisherman's Point, Cuba, has a line running to New York City and another line to Puerto Plata, Dominican Republic, and to San Juan Porto Rico. A land line connects Puerto Plata with Santo Domingo City. From San Juan, Porto Rico, the line runs to St. Thomas, Virgin Islands, to Ponce and Mayaguez to Santo Domingo City, from which point a branch runs to La Guaira and Maracaibo, and from Santo Domingo City the line continues to Fisherman's Point. From Fisherman's Point, connections are made to all parts of the world via Colon and New York City.

CABLE LANDINGS:

701-200

Cable landings are located at Port au Prince, Mole St. Nicolas and Cape Haitian.

The exact location of these landings, and of the cable huts, as well as the course of the cables and the depth of the water in the harbors mentioned, are shown in Charts of the U.S. Hydrographic Office, as follows:

Chart No. 1231 for the Cape Haitian cable landing;

Chart No. 5252 for the Mole St. Nicolas cable landing.

Chart No. 2660 for the Port au Prince cable landing.

Approximate location of the Cape Haitian cable landing is about one fourth mile southward of Picolet Light.

The location of the Port au Prince Cable landing according to compass bearings is:

From end of dock "Cie Haitienne du Wharf, bearing 327 degrees true, north spire of Cathedral 69 degrees true, and Lamatine Light bearing 277 degrees true.

COMMUNICATIONS - CONTINUED

700

RADIO STATIONS:

701-300

The following is a list of all radio stations in the Republic:

- USC - USN Radio Station, Port au Prince
- MP - USN Radio Station, Cape Haitien
- HHA) - Stations of the RCS Communications at
- HIM) Port au Prince
- HMK - The Broadcasting Station of the Haitian Government.

COMMERCIAL STATIONS:

701-301

The R.C.A. Communications, Inc., located in Port au Prince, operates on 8020 kilocycles at night and on 16040 kc. during the day. It is equipped with two transmitters; the main one being an RCA type E, 1 kw. set, with a 320 volt, three phase, 60 cycle power supply from the local electric light company. The emergency transmitter is a 350 watt, RCA type ET-3666 set which derives its power from a gasoline driven generator. Call letters are HHA and HIM. Service is excellent.

There is also a broadcasting station, owned and operated by the Haitian Government, Station HMK., which operates on a frequency of 930 kc. It is equipped with a 1kw., Western Electric transmitter; range unknown.

NAVY STATIONS:

701-303

U.S. Naval Radio Station, call letters USC., located at Port au Prince for communication with San Juan, Porto Rico, Guantanamo Bay, Cuba, and Santo Domingo, Dominican Republic, and with Cape Haitien, Haiti; ships at sea; and naval aircraft. It is provided with a 2 kw. transmitter. Emergency power units are installed.

U. S. Naval (Marine Corps) Radio Station, call letters MP, located at Cape Haitien. Maintained for communication with Port au Prince and U.S. Naval Vessels calling Cape Haitien. Transmitter is a 500 watt set with a range of 200 miles.

Landing fields have been established and are maintained at the following places:

BOWEN FIELD, Marine Corps Flying Field, Port au Prince
1807' x 2198'. Level, sod. Drainage, natural, good. Facilities, all: four hangers. Radio weather reports. Markings, names "BOWEN FIELD, PORT AU PRINCE", "GUANTANAMO CITY," "SANTO DOMINGO, D.R.", with directional arrows and bearings on hangers; "W" Arrow on hangar. Illuminated wind toe and wind cane. Lighting, floodlight. Obstructions, 185' stack to North; telephone lines to south; 30' high tension line on west; 400' radio towers 3/4 miles South. Remarks: Field in good condition after rain.

JEREMIE

Located west of town on bluff overlooking ocean. Marked by wind cone on Garde Headquarters building. Level green grass turf. Drainage, natural. Field 900' x 300', running east to west. Soft after rain. Facilities: Telephone. Obstructions: Trees to south-east and west, high mountain to south. Prevailing winds: Northeast. Latitude 74° 7'; Longitude 18° 38'. (See photograph)

ILE DE LA GONAVE

Field 1/2 mile northeast of Anse a Galets. Sand flats. Two runways; one 2000' north to south; other 1700' east to west. Prevailing wind SE. Level, hard sand. Drainage, good. Facilities, none. Markings; wind cone. Obstructions; Trees; mountain to south. Remarks; East side of field wet and soft after rains. Latitude: 72° 51'. Longitude 18° 38' (See photograph)

ANSE A PITRES

Located 1-1/2 miles north of town. 700' x 1900'. Level, hard clay and sand. Natural drainage. Prevailing wind, South. Facilities; None. Obstructions: None. Remarks: Field usually hard and dry, dries quickly after rains. Latitude 71° 45'. Longitude 18° 3'. (See 2 photographs)

MOLE ST. NICOLAS

Located 3 miles north of town. Two-way field, north and south. 1200' x 250'. Prevailing wind, north. Natural drainage. No Facilities. No obstructions. Remarks: Dry after rain. Latitude: 73° 22'. Longitude 19° 51'. (See photograph)

PORT DE PAIX

Located 1/2 mile west of town. Two-way field, north and south from beach. 1500' x 1150'. Prevailing wind, northeast. Natural drainage. Facilities: Telephone. Markings: Wind cone on east side of field. Obstructions: Trees, mountain to south. Remarks: Field very soft after rains. (See photograph)

CAPE HAITIAN

Located about 2 miles southeast of town, adjoining rifle range to west, near ocean. Two-way field, 300' x 900'. Sand flat with grassy spot large enough for landing, southwest part of field. Prevailing wind northeast. Natural drainage, but very poor. Facilities: Telephone, telegraph and radio; cable connections. Limited supply of gas and oil. Markings: Wind cone on building in northeast corner of field. Obstructions: Small hill northwest of field. Remarks: Very soft after a heavy rain. Low wire fence surrounding field. Latitude 72° 14'. Longitude 19° 47'. (See photograph)

GONAIVES

Located just south of town. Large sand flat 1200' x 2100'. Prevailing wind: East. Natural draining. Facilities: Telephone. Markings: Wind cone at south end of field. Remarks: Soft after heavy rain, except a very small two-way strip on the southeast side of field. Latitude: 72° 41'. Longitude: 19° 27'. (See photograph)

OUANAMINTHE

Located 1/2 mile southwest of town. Two-way field, 300' x 2700'. Grass turf. South end of field, rough with small trees scattered about, not available for use. Prevailing wind northeast. Drainage Natural, poor. Facilities: Telephone. Markings: None. Obstructions: Trees at north end of field. Remarks: Field is very rough, and parts remain covered with water for several days after rain. (See Photograph)

HINCHE

Located west of town. Small two-way field, northeast and southwest, 1800' x 300', narrow at ends. Hard, grassy turf. Prevailing winds, northeast. Drainage, natural and excellent. Facilities: Telephone. Markings: Wind cone on North side, barracks and quarters on south side. 900' above sea level. Obstructions: Trees on both approaches. Remarks: Excellent condition for landing after rain. Latitude 71° 59' 30". Longitude 19° 3'. (See photograph)

COMMUNICATIONS - CONTINUED

700

Radio Stations:

702-100

There are no inland radio stations in the Republic of Haiti. All radio stations in the republic have been mentioned under 701-300, 701-301 and 701-303 Sections.

Telephone and Telegraph:

702-200

The telephone and telegraph services are owned and controlled by the Haitian Government, and are under the Bureau of the Telegraphes Terrestres of the Public Works Department (Travaux Publics).

The telephone lines extend throughout the Republic, connecting the principal towns and cities, as shown by the accompanying Communications Map of the Republic of Haiti. This system is being enlarged from time to time, as appropriations become available to carry on such work, it being the intention to eventually have all towns, in which outposts of the Garde are stationed, connected to this network.

There are 672 miles of "ground return" circuit and 617 miles of "metallic" circuit in use at present throughout the republic, or a total of 1,906 miles of single wire in use.

There are (1932) 44 regular telephone and telegraph offices, and 66 agencies, with 25 telephone exchanges in Haiti. These exchanges have been included in the number of regular offices.

Telephone instruments are of the Western Electric magneto, or Automatic Electric Company (Chicago) telephone type.

The general equipment consists of switchboards of the following types:

- Western Electric, No.1800, magneto non-multiple switchboards,
- Western Electric, No.1012, "ringer type" magneto wall switchboards,
- Automatic Electric Company, 10,000-line switchboard (in Port au Prince).
- Automatic Electric Company, 1,000-line switchboard (in Cape Haitien).

No telegraph instruments are in use, and all telegrams are transmitted over the telephone lines, the letters of each word of the telegram being spelled out and repeated by the telephone operators, and relayed from town to town until the message reaches its ultimate destination. This, naturally, tends to slow down the service, and at times, especially when code or cipher messages are being transmitted, is apt to result in messages being garbled in transmission. However, it is more economical in that telegraph lines and

COMMUNICATIONS - CONTINUED

700

Telephone and Telegraph: (Continued)

702-200

equipment are not needed, and it eliminates the necessity for operators trained in the use of telegraph instruments.

Telephone operators are maintained at all regular offices of the Telegraphes Terrestres, while members of the Garde d'Haiti are detailed to that duty in the towns where only agencies of the service are located.

Railroads:

702-300

COMPAGNIE NATIONALE DE CHEMIN DE FER (MAC DONALD RAILROAD):
The Compagnie Nationale de Chemin-de-Fer is a privately owned railroad operating under a government guarantee of a flat sum. Prior to July, 1932 the railroad operated under an agreement with the Haitian Government whereby bonds up to \$20,000.00 per kilometer was guaranteed by the Haitian Government to pay 6%. The railroad has always been under American management.

GENERAL DESCRIPTION:

Purpose of the Railroad: The Compagnie Nationale de Chemin-de-Fer was constructed in two sections. One section extends from Port au Prince to St-Marc and Verrettes, a distance of 140 kilometers. The other section extends from Cape Haitian to Baho, a distance of 30 kilometers.

The primary purpose of the railroad was to provide a rapid means of transportation for dyewood and agricultural products, in bulk, from the rich interior sections to seaports, and the secondary purpose was to act as a passenger carrying service.

The principal products to be carried were sugarcane, coffee, bananas and dyewood, as outgoing cargo, and manufactured articles to small dealers in towns along the route.

Terrain, Natural Divisions and Branch Lines:

From Port au Prince to St-Marc the railroad passes through fertile plains, with a section near St-Marc, that is hilly and gravelly. As a whole, this Port au Prince - St-Marc section passes through country that is under cultivation, devoted to the raising of sugarcane, coffee, and tropical fruits.

From St-Marc to Verrettes the railroad parallels the Artibonite River and runs through a very fertile valley.

The Cape Haitian-Baho section (39 kilometers of track) is devoted primarily to the hauling of dyewood and secondarily to the hauling of agricultural products.

As a whole, the railroad is fairly level, and while it has many curves, none are of such a nature as to be classed as dangerously sharp. There are no branch lines on the railroad.

COMMUNICATIONS - CONTINUED

700

Railroads: (Continued)

702-300

COMPAGNIE NATIONALE DE CHEMIN DE FER (MAC DONALD RAILROAD): CON'T.

Resources: While there are no official figures as to the freight hauled during the year, the principal articles hauled were manufactured articles imported to the island and some building materials such as cement and steel. The resources from the country were dyewood, coffee, unrefined sugar and some cotton.

Population, distribution and character: The people from Port au Prince to St-Marc live in small habitations along the line and huts and habitations along the road. The majority of the inhabitants work in the fields or at the numerous small sugar mills along the line.

In general, the natives are of pure African extraction, with some mixture of French blood. As a rule, they are black, medium size dark eyes and wooly hair.

For location, size of cities and towns, etc., see Section of such, 601, and 602. The principal towns and cities along the route of this railroad are: - Port au Prince, Arcahaie, St-Marc, Verrettes Cape Haitian, Grande Riviere du Nord and Bahon.

Distribution of traffic: Due to the fact that this is the only railroad in this section of the country for public use and that all manufactured articles must be imported into the country, such as, farming implements, tools, cloth, etc., the freight traffic is uniform at all times.

However, due to the fact that there is a good motor road paralleling the railroad, the use of camions (automobile busses) has minimized the passenger service to such an extent that that only about 5,000 passengers were hauled during the past fiscal year. The principal passenger carrying service is between Port au Prince and St-Marc.

There are eighteen (18) trains per week on the St-Marc - Port au Prince Division, and twelve (12) trains per week on the Cape Haitian - Bahon Division.

The gauge of the track is 3' 6". Rails weighing 40 pounds to the foot are used, and a main reserve of 40 tons is located at St-Marc. This reserve consists mainly of trackage that has been removed from abandoned branch lines and sidings, and the rails are in fair condition. Ties: The ties, the entire length of the road are in fair condition. The majority of the ties are made of native hardwood, the remainder consisting of about 40,000 ties from the United States, which latter are treated. None of the native ties are treated. An unlimited supply of native ties can be procured at St-Marc and Cape Haitian.

COMMUNICATIONS - CONTINUED

700

Railroads: (Continued)

702-300

COMPAGNIE NATIONALE DE CHEMIN DE FER (MAC DONALD RAILROAD): CON'T.

Ballast: The ballast used is gravel, which is obtained locally. This gravel can be procured at intervals along the main line. At the present time the roadbed is in excellent condition, but there are many weeds and much tall grass along the line which would quickly cover it, were it not for the number of trains run each week.

Cuts and Fills: There are no large cuts or fills along the line, with the exception of one about 4-1/4 kilometers east of St-Marc. The average width of the cuts is 20 feet and both cuts and fill are faced. There are numerous culverts along the line. These culverts are of concrete construction with galvanized iron pipes for drains.

Bridges and Tunnels: There are twelve (12) bridges on the railroad. These bridges are of steel and concrete construction. These bridges are located at Kilometers 7, 24, 27, 33, 37, 41, 58; 71, and 105 east of St-Marc on the Verrettes - St-Marc Division, and at Kilometers 20, 26, and 34 south of Cape Haitian on the Cape Haitian - Bahon Division.

Grades and Curves: There are numerous curves on the route, but none of these are extremely sharp. The maximum gradient is 2%.

Station Buildings, etc. There are station buildings located at Port au Prince, Roy, Auguste, Arcahaie, Lully, Mont-Rouis, Bois-neuf, St-Marc and Verrettes. All these buildings are of concrete, brick and Galvanized iron construction. They are situated alongside the track, and both passenger and freight departments are in the same building.

Watering Facilities: All watering facilities are of the gravity flow type, with 15,000 gallon tanks located at Kilometers 23 and 71 and at St-Marc on the Port au Prince - St-Marc - Verrettes Division and at Cape Haitian, Kilometer 20 and Bahon on the Cape Haitian - Bahon Division.

Repair Facilities, Roundhouse and Personnel: The roundhouse, washing, oiling and sanding facilities and repair facilities are located at St-Marc on the St-Marc - Port au Prince Division, and at Cape Haitian on the Cape Haitian - Bahon Division.

There are no turntables, but "Y's" are located at Port au Prince, St-Marc, Verrettes, Cape Haitian, Grand Riviere-du-Nord and Bahon. Machine and forage shops are located at St-Marc and Cape Haitian. The shop at St-Marc is the better equipped of the two, and has facilities for all repairs, with the following equipment: - Lathes, shapers, airhammers and a foundry.

COMMUNICATIONS - CONTINUED

700

Railroads: (Continued)

702-300

COMPAGNIE NATIONALE DE CHEMIN DE FER (MAC DONALD RAILROAD): CON'T.

Personnel: The personnel of the General Mechanical, Carpenter, Boiler, Foundry, Car-repair, Paint, Tin and Blacksmith Shops are Haitians and Jamacians. Approximately 25 men are employed at the St-Marc Shops and 8 at Cape Haitian. There are ample facilities for all repair work.

Telegraph and Telephone Lines: All stations are equipped with telephones, and there are 4 telephone and 2 telegraph lines of #14 copper wire, strung on concrete poles 75 feet apart that parallels the railroad.

Fuel: The only fuel used is native wood, which is obtained at a reasonable price along the right-of-way.

Strategic points: Port au Prince: The Capital of the Republic of Haiti, and the southern terminus of the railroad. Arcahaie: A town in the agricultural section. St-Marc: An important seaport. Verrettes: A town in the agricultural section, and the eastern terminus of the Port au Prince - St-Marc - Verrettes Division. Cape Haitian: The second largest city in Haiti and principal shipping center on the north coast. The northern terminus of the Cape Haitian Bahon Division. Bahon: Southern terminus of the Cape Haitian - Bahon Division, and the center of the dyewood producing region.

Salaries and Care of Personnel: The employees (native) are paid on a sliding scale. Unskilled labor, such as employees on section gangs, are paid \$ 1.25 (\$0.25) per day, and shop men (skilled labor) from \$ 2.00 (\$0.40) to \$ 10.00 (\$2.00) per day. Injured employees are treated at Government Hospitals at Cape Haitian, Port au Prince, and St-Marc.

Rolling Stock, speed, size, etc., of Trains: The average speed of the local trains is 15 miles per hour, and that of through passenger trains is 20 miles per hour. Local trains are made up of both freight and passenger cars, and the average train consists of from 8 to 12 cars.

<u>Equipment:</u>		
<u>CARS: Kind: Freight:</u>	<u>Number</u>	<u>Capacity in Kilos:</u>
Box cars	18	30 tons
Flat cars	28	30 tons
Cattle cars	0	
<u>CARS: Kind: Passenger:</u>	<u>Number</u>	<u>Capacity</u>
First Class Coaches)		
Second Class Coaches)	13	50 passengers
Third Class Coaches)		

COMMUNICATIONS - CONTINUED

700

Railroads: (Continued)

702-300

COMPAGNIE NATIONALE DE CHEMIN DE FER (MAC DONALD RAILROAD): CON'T.

There are no tank cars, wrecking cars or dump cars.

There is one gasoline driven motor car capable of carrying six (6) passengers in addition to the operator.

Table of point to point distances: None obtainable.

Canals:

702-400

There are no canals in the Republic of Haiti.

COMMUNICATIONS MAP OF THE REPUBLIC OF HAITI

3 SEPTEMBER 1932

- TELEPHONE OFFICE
- TELEPHONE AGENCY
- ⊙ NO TELEPHONE IN TOWN
- METALLIC CIRCUIT
- GROUND RETURN CIRCUIT
- ≡ AUTOMATIC RELAY



COMMUNICATIONS - CONTINUED

700

Rivers - Lakes:

702-500

Rivers: The below alphabetical list of rivers, with reference notes covering other sections giving locations and detailed descriptions of same, covers all rivers in the Republic of Haiti:

Name of River	Section covering location and description				
Abricots River	Section 600 - Department of the South				
Anse-a-Drick River	"	"	"	"	"
Anse-a-Veau River	"	"	"	"	"
Anse-a-Juif River	"	"	"	"	"
Anse-d'Hainault River	"	"	"	"	"
Anglais River	"	"	"	"	"
Artibonite River	("	Department of the Centre		
	("	Department of the West		
Baraderes River	"	"	Department of the South		
Blanche River	"	"	Department of Port au Prince		
Boucan Carre River	"	"	Department of the Centre		
Caiman River	"	"	Department of the South		
Calabasse River	"	"	"	"	"
Caheuanne River	"	"	"	"	"
Canot River	"	"	Department of the Centre		
Carrisal River	"	"	"	"	"
Cavaillon River	"	"	Department of the South		
Chardonnières River	"	"	"	"	"
Citronniers River	"	"	"	"	"
Colline River	"	"	"	"	"
Combre River	"	"	"	"	"
Coteaux River	"	"	"	"	"
Cotes-de-Fer River	"	"	"	"	"
Damassin River	"	"	"	"	"
Du Ford River	"	"	Department of Port au Prince		
Estere River	"	"	Department of the West		
Estere du Sud River	"	"	Department of the South		
Fer-a-Cheval River	"	"	Department of the Centre		
Fond Bleu River	"	"	"	"	"
Frio River	"	"	"	"	"
Froide	"	"	Department of Port au Prince		
Gascogne River	"	"	Department of the Center		
Gauche River	"	"	Department of Port au Prince		
Glaces River	"	"	Department of the South		
Gosseline River	"	"	Department of Port au Prince		
Grand Anse River	"	"	Department of the South		
Grand Goave River	"	"	"	"	"
Grande Riviere de Nippes	"	"	"	"	"

COMMUNICATIONS - CONTINUED

700

Rivers - Lakes: (Continued)

702-500

Name of River	Section covering location and description				
Grande Riviere du Nord	Section 600 -	Department of the North			
Grande Riviere du Sud	"	Department of the South			
Grise River	"	Department of Port au Prince			
Guillaumone River	"	Department of the Center			
Guinaudee River	"	Department of the South			
Guyamuco River	"	Department of the Center			
Haut-du-Cap River	"	Department of the North			
Hinquitte River	"	Department of the Centre			
I'lllet River	"	Department of the South			
Irois River	"	" " " "			
Jimbal River	"	Department of the Centre			
Juan de Vera River	"	" " " "			
La Cahouanne River	"	Department of the South			
La Combre River	"	" " " "			
La Gauche River	"	Department of Port au Prince			
La Gosseline River	"	" " " "			
La Quinte River	"	Department of the West			
La Theme River	"	Department of the Centre			
L'Acul River	"	Department of the South			
Laguas River	"	Department of the Centre			
Las Cahobas River	"	" " " "			
Le Saut River	"	" " " "			
Les Anglais River	"	Department of the South			
Les Irois River	"	" " " "			
Limbe River	"	Department of the North			
Macasia River	"	Department of the Centre			
Marigot River	"	Department of Port au Prince			
Momance River	"	Department of the South			
Moriseau River	"	" " " "			
Nara River	"	Department of the Centre			
Oceane River	"	" " " "			
Petite Salee River	"	Department of the South			
Port-a-Piment River	"	" " " "			
Port Salut River	"	" " " "			
Quinte River	"	Department of the West			

COMMUNICATIONS - CONTINUED

700

Rivers - Lakes: (Continued)

702-500

<u>Name of River</u>	<u>Section covering location and description</u>					
Ravine-du-Sud River	Section 600 -	Department	of	the	South	
Renthe Mathe River	"	Department	of	the	Centre	
Roche-a-Bateaux River	"	Department	of	the	South	
Rochelois River	"	"	"	"	"	"
Roche Plate River	"	Department	of	the	Centre	
Roseaux River	"	Department	of	the	South	
Roye Grande River	"	Department	of	the	Centre	
Saint Louis River	"	Department	of	the	South	
Salce River	"	"	"	"	"	"
Saleillet River	"	Department	of	Port au Prince		
Saltrou River	"	"	"	"	"	"
Samana River	"	Department	of	the	Centre	
Saut River	"	Department	of	the	Centre	
Theme River	"	Department	of	the	Center	
Tiburon River	"	Department	of	the	South	
Torbeck River	"	Department	of	the	West	
Voldrogne River	"	Department	of	the	South	

Lakes: There are very few lakes in the republic, the below list covers the only three of any size:

<u>Name of Lake</u>	<u>Section giving description and location</u>					
Miragoane Lake	Section 100 -	General	Description			
Sumatre Lake	Section 600 -	Department	of	Port au Prince		
Treu Caiman Lake	"	"	"	"	"	"

THE AUX VAYES - JEREMIE ROAD (Report of July, 1932)
64.6 miles

General Description:

Importance:

This road connects Jeremie with Aux Vayes and thence to other places in the Republic accessible to Aux Cayes by automobile. It was built by the Public Works Department, and although not officially opened at present to the public, is used when passable by the military, government officials, and a few business men who have connections in Jeremie. It was built primarily to tap the rick coffee and cotton sections in the vicinity of Jeremie; it is used very little at the present time, except for animal traffic due to the low price of native products.

Terrain and its effect on the character of the road:

On leaving Cayes at the Cross located at the junction of Quatre Chemins and the Cayes-Port au Prince Road, the road runs in a northwesterly direction through the Plain of Cayes, generally following the Ravine du Sud, which it crosses twice, to Camp Perrin, gradually attaining an elevation of 656 feet above sea level. From the village of Camp Perrin, the road takes a sharp turn to the right, ascending about 45% grade for .3 mile to the top of the hill on which is located the Garde Caserne, about 82 feet above the village. From here the road proceeds up the mountain in a general northwesterly direction, making numerous turns to Poste Avance attaining an altitude of 1427 feet. The road then winds up the mountain sides, with numerous hairpin turns to Tomber Cheval attaining an altitude of 2394 feet, a rise of 867 feet in 3.1 miles. Continuing in a northwesterly direction it reaches Mt-Geffrard, 2690 feet, the highest point on the route. It then descends gradually, twisting around the mountain sides through the Plain Martin to the River Glace, 1948 ft. From the River Glace it ascends to Canari, 2132 ft., in about .6 mile. It then continues in a northwesterly direction winding down the mountains to Beaumont Market, 1797 ft., dropping 335 ft., in 7.5 miles. From Beaumont Market to Roseaux, a distance of 18.7 miles, the road gradually descends in a northwesterly direction to sea level. There are many steep ascents and numerous hairpin turns which are very difficult for an automobile larger than a Ford to negotiate. From Roseaux the road is practically level, extending in a westerly direction along the coast of the Gulf of Gonave. During the rainy season the road is very muddy and slippery from Tomber Cheval to Canari and from Beaumont Market to Roseaux.

The Ravine de Sud, the Glace River, the Roseaux River, the Voldroque River and the Grand Anse River are the bodies of running water along the route. All the rivers except the Grand Anse, which is bridged, are fordable during the dry season when they are shallow. They are unfordable for several days after rainfall.

THE AUX CAYES - JEREMIE ROAD, CON'T.Strategic points and military obstacles:

On leaving Cayes, the first military obstacle encountered is the Ravine du Sud which is first crossed about 1.9 miles from Cayes. The same is true at the second crossing about 5 miles from Cayes. It is necessary during the rainy season to be pulled through by oxen, which can be secured in the vicinity. The first strategic point encountered is a hill from the south and northwest; located on this hill is a Garde d'Haiti outpost garrisoned by two gardes. An old English fort was originally situated here. This hill commands the approach from the south, west and north. To the northeast the position is not so desirable. It would be a good position for machine guns and artillery. The next is the road from Tomber Cheval to Poste Avance as it winds around the mountains. This road commands the approaches from three directions. The next is Mt-Geffrard that commands in all directions. About 1.2 miles from Mt-Geffrard, the road is very rugged and narrow. Great difficulty would be experienced in dislodging an enemy. About 1.2 miles thru the Plain Martin, the road is open and commanded by low hills on each side. It then passes thru narrow defiles for about .6 mile to the River Glace. Great difficulty would be encountered in dislodging an enemy from here across the River Glace to Canari, due to the narrow passes and defiles, and the obstacle furnished by the river. From Canari to Beaumont Market the road passes through an open plain commanded on both sides by small hills. From Beaumont Market to Roseaux the road is rugged, narrow and has many hairpin turns. Great difficulty would be encountered in dislodging an enemy from the hillsides for this reason. After leaving Roseaux, the Roseaux and Voldroque Rivers are unfordable after a rain. They cannot be passed by wheeled traffic. Native animals can be procured in the vicinity to pull wheeled traffic across provided the rivers are not too high. If the bridge across the Grand Anse River were destroyed it would be difficult to cross as the stream is at all times unfordable. A crossing would have to be made on rafts and in dugouts in the face of enemy fire on the other side.

Kinds of traffic to which route is adapted:

The road is a two-way road from Cayes to Camp Perrin. From Camp Perrin to Roseaux it is a one-way road. From Roseaux to Jeremie it is a two-way road. It is earth and rock construction with rather a good foundation to Beaumont Market. From Beaumont Market to Roseaux it is still under construction. Very narrow in places. The whole route is impassable to wheel traffic for several days after heavy rains. The road has been constructed principally for automobile and truck traffic. Its general condition is poor, and during the rainy season is unfit for anything but animal traffic. Troops could be transported in light trucks in dry weather. Troops could be marched in column of squads from Cayes to Camp Perrin, in column of twos from Camp Perrin to Roseaux, and in column of squads from Roseaux to Jeremie.

THE AUX CAYES - JEREMIE ROAD, CON'T.Water, fuel, food and forage:

WATER can be obtained from the rivers along the route, in any desired quantity. Unlimited water supply at Jeremie; must be boiled.

FUEL: Wood is procurable in any amount at any time. Charcoal is to be had in limited quantities from the peasants along the route.

FOOD: Beef and goats can be purchased in limited quantities, sufficient for 100 men. Rice, plantains, beans and sweet-potatoes are available in small quantities.

FORAGE: Grass is plentiful. Corn is scarce.

Billets, camp sites and other accommodations:

Camp sites for 100 men, where water for drinking, cooking and bathing, is available are as follows:-The two fords, Ravine du Sud, Camp Perrin, River Glace, and the village of Roseaux. Native foodstuffs can also be procured in small quantities. For accommodations in Cayes and Jeremie see monographs of these cities, Section 600.

Comparison with other routes between the same points:

There is no other suitable route between these two points. The present road is built on an old animal trail and is the most desirable land route from Cayes to Jeremie.

Telegraph and telephone:

A telephone wire strung on wooden poles about 5" in diameter and spaced at an average distance of 262' runs along the road from Roseaux to Jeremie. It leaves the road at places for short distances. The total distance of this line is approximately 10 miles.

Detailed Description:Miles from Cayes:

- 0.0 Cayes: (For description see Section 600) The Cross at Quatre Chemins at the junction of the Cayes-Port au Prince Road may be reached from the heart of the city in two ways; First from the market place, NW thru the old residential section for a distance of 1 mile. Second from Carrefour Aurel (Hotel Sendral) thru Gabien and past the Caserne Garde d'Haiti in a NW direction to the junction of the Cayes-Torbeck Road, 1.3 miles thence NE on the Cayes-Port au Prince Road 0.5 miles to the Cross at Quatre Chemins. From the Cross, the road runs NW in an old stream bed.
- 1.0 Road junction. Turn L to SW. Trail NW to habitations.
- 1.2 Carrefour Thomas: Turn NW. Trail SW to Ravine du Sud.

THE AUX CAYES - JEREMIE ROAD, CON'T.Miles from Cayes, Con't.

- 2.8 Ford. Ravine du Sud. Route continues SW. Good camp site.
- 3.7 Carrefeur Fonde Freds. Old church. Route continues NW. Trail SE to Cayes.
- 3.9 Ferme Ecole Fonde Frede.
- 5.0 Road sunken below level of fields, 6' for about .6 mile.
- 8.1 Carrefour Gerard: Trail L, to Ducis and Chantal. Roads runs North.
- 8.4 Ford. Ravine du Sud. Road continues NW. Good camp site.
- 9.3 Concrete bridge over old French canal 13' x 20'.
- 9.9 Ferme Ecole Merson
- 11.8 Turn W. Hill to R, 30' high, commands road to SW for 2 miles.
- 12.4 Concrete bridge over canal. 13' x 26' long.
- 12.7 Turn to NW.
- 13.0 Cut about 163 feet long and 33 feet deep. Hills both sides command road.
- 13.7 First view of Garde Caserne at Camp Perrin.
- 14.3 Camp Perrin: Garde d'Haiti outpost located on hill about 80 ft. above level of town. Elevation of town about 660'. Good camp site. Hill commands position to N, W and S. Hill to E of Caserne also commands N, W and S. Hill about 80' above level of town. Ruins of old fort on this hill. Leaving Camp Perrin, road takes sharp turn to R (NE), uphill and continues NE past Garde Caserne.
- Carrefour Boucte: Road turns L (NW) and begins winding around hills to Poste Adance.
- 19.3 Poste Avance: Road continues N, winding up mountainside with many hairpin turns.
- 22.4 Tomber Cheval: End of steep climb. As road winds up mountain it commands valley below. In places it is cut out of side of mountain, affording commanding positions. From here the road continues NW. Muddy and slippery in wet weather.

THE AUX CAYES - JEREMIE ROAD, CON'T.Miles from Cayes, Con't.

- 24.9 Mt-Geffrard: Elevation 2690'. Highest point on the route. Leaving Mt-Geffrard the road is cut out of the mountain side for 1.2 miles. Very narrow and dangerous. Leaving the cut it passes thru the Plain Martin for 1.2 miles. Very little rock in the foundation and the road is muddy and slippery in wet weather. Road descends from Plain Martin to the River Glace for about 1.6 miles. Very narrow and dangerous.
- 28.0 Ford. River Glace. Depth of water averages 2'. Fordable except after heavy rains. Road continues across river up slope to Canari. The road is cut out of the sides of the mountains. Narrow and dangerous. At Canari there is a drop to the river of about 230'.
- 28.6 Canari: Elevation 2132 feet. From here to Beaumont Market the road is practically level with few narrow places and defiles.
- 36.0 Beaumont Market: Elevation 1797 ft. Large market used once a week. No water in vicinity for camp site. From this point, the road is a typical mountain road descending 1800' in 18.7 miles to Roseaux. Many dangerous hairpin turns, dropping into small valleys and climb out again. In places the grades are as high as 45%. Road under construction at this time. At present very rocky and dangerous.
- 45.4 Road to R, to Corail (Under construction)
- 50.6 Trail R, to Corail.
- 54.7 Roseaux: Small village. Garde outpost 3 men. Good campsite.
- 55.3 Ford. Roseaux River: Average depth 3'. Unfordable after rains.
- 59.0 Ford. Velâroque River: Average depth 3'. Unfordable after rains. Road continues NE.
- 62.0 Grand Anse River Bridge: Wood and steel construction. 115' long 13 feet wide. Good condition.
- 63.0 Road L, to Moren and Chambellan.
- 64.6 JEREMIE: (For description see Section 600) Road enters city from SE along the beach and past the dock and Customs House, thence straight thru to Caserne of Garde d'Hait, NW section of city. This is the only road entering the city from Cayes.

THE CAPE HAITIAN-GONAIVES AUTO ROAD (TO MOREN PUILBOREAU):
32.3 Miles (Source: Report of July, 1932)

General Description:

Importance:

This road is the main highway, and only dependable road between Cape Haitian (the largest and most important town in the North and Gonaives and Port au Prince.

Terrain and its effect on character of road:

Surrounding Cape Haitian is the North Plain of Haiti. It is a large, flat plain, of low elevation, and containing many sluggish streams and swamps. Between the north plain, and the Limbe Valley, is a mountain range which rises some three hundred feet at the point where the road crosses. Limbe Valley, in the portion through which the road passes, is a narrow, deep canyon. The road passes up almost the entire length of this valley before climbing the valley wall, in order to pass over into the Plaisance Valley. Plaisance Valley is a high, shallow mountain valley through which the road passes directly, descending from Plaisance, and ascending to the summit of the Puilboreau Mountain, which marks the limits of the Department of the North.

Strategic points and Military obstacles:

The chief strategic points are: the entrance into Cape Haitian; the grade at Cocra, some 6.8 miles from Cape Haitien; the Limbe grade about 11.8 miles from Cape Haitian; the whole of the Limbe Valley; the Plaisance grade and the Puilboreau grade.

Kind of traffic to which the road is adapted:

The road is a well gravelled automobile road, wide enough to support two lines of traffic over most of its length, and is open to all types.

Water, fuel, food and forage:

WATER: Abundant, and of good quality in the mountain portion. Abundant, but inclined to be stagnant in the North Plain.

FUEL: Wood plentiful during all seasons; charcoal obtainable in fair quantities in the towns.

FOOD: Beef, goats and poultry abundant all along the route. Corn, rice, plantains, bananas and yams procurable from habitations and villages, in limited quantities, at almost all seasons. Coffee abundant in the villages.

FORAGE: Grass available over most of the route, and corn procurable in the villages.

Billets, camp sites and accommodations:

Plaisance and Limbe, both towns of some 2000 population, offer good billets for quartering troops in schools, churches, residences and Garde Barracks. Camp sites are available at frequent intervals in the North Plain, but not between Limbe and Plaisance and Puilboreau.

THE CAPE HAITIAN-GONAIVES AUTO ROAD (TO MOREN PUILBOREAU): CON'T.Other routes:

The only other routes are extremely rough and roundabout, being mountain trails passable by foot, and light pack animals.

Telephone and telegraph:

The through telephone and telegraph line between Cape Haitian and Port au Prince follows this road. The wire is strung on eight inch poles, of good quality, but communication is frequently interrupted in wet weather by falling trees.

Detailed Description:Miles from Cape Haitian:

- 2.5 Haut du Cap: On leaving Cape Haitian, the road runs in a southerly direction to Haut du Cap, a small settlement of some half dozen native houses, and a masonry church. At this point the old Milot road enters. On the right of this section of the road the terrain slopes gently up for an average of two hundred yards, after which the mountains rise abruptly to an elevation of approximately 1,000 feet. On the left, runs the Haut du Cap River, a muddy, sluggish stream, unfit for use as drinking water, and infested with anopheles mosquito larva. The road is lined with brush, except where habitations have been cleared. The mountains come quite close to the road at two points, just outside the city limits of Cape Haitian, and at old Fort Vertieres, but their value for present day military operations is not great.
- 6.8 Cocra Mountain: The road from Haut du Cap to Cocra is flat and of little military interest, except for the heavy brush along each side. At about 5.6 miles from Cape Haitian the road branches off to Plaine du Nord. The Cocra is a short range of hills situated in the North Plain between the towns of Plaine du Nord and Acul du Nord. It runs from the east side of Acul Bay, south for 1.3 miles into the North Plain, and at no place attains an elevation of more than 150 feet. There are no other hills nearby, and Cocra offers an unobstructed view in all directions. The grade crossing these hills is straight, and has a slope of not more than 2%.
- 9.3 Limbe Mountain: The road crosses the River Salee by means of a wooden bridge. This bridge could be easily destroyed, and the river without the bridge would offer a serious obstacle, being some 5 feet deep, with a soft, muddy bottom. From this bridge to the Limbe grade the road is made up of fairly straight stretches, which are flanked by brush. There are several small bridge, but these are of slight importance. At the small habitation of Cagnette, near the middle of this stretch, a road branches off to the left to the town of Acul du Nord, 1.5 miles distant, and another to the right to the Bay of Acul .6 mile distant.

THE CAPE HAITIAN-GONAIVES AUTO ROAD (TO MOREN PUILBOREAU): CON'T.Miles from Cape Haitian: Con't.

- 11.8 Limbe Grade: The Limbe grade is the only practicable route for passing from the North Plain to the Limbe Valley. The height of the pass is about 300 feet, and commands an excellent view of the country on either side. The grade on the Cape Haitian side has two switchbacks, and many excellent positions for military operations.
- 13.7 Limbe River: From the Limbe grade to the Limbe River, the road is flat, and altho well gravelled, frequently becomes very soft during heavy rains. The Limbe River is a large stream, passable only by means of the steel bridge in wet weather. The bridge is a modern steel and concrete structure of five spans. After passing the bridge, the road continues for .6 mile through the river flood land to the town of Limbe. This section is very uncertain in wet weather.
- 19.9 Camp Coq: At Limbe, the road turns south, and follows the Limber River Valley to Camp Coq. The river valley is a deep canyon. The road follows the west bank at a slight elevation above the normal river level. It frequently is closed by high water. The sides of the valley are precipitous and heavily wooded.
- 24.3 Plaisance Mountain (elevation 2300 feet): From Camp Coq the road climbs the canyon wall to the summit of Plaisance Mountain by a 6% grade. The whole distance of this grade is cut from the side of the mountain. The roadbed is well gravelled and passable in practically all weather, except for occasional small landslides in wet weather.
- 28.0 Plaisance: From the summit of Plaisance Mountain, the road descends to the town of Plaisance, --- which is situated in the center of the Plaisance Valley on the Trois Rivières. The difference in elevation is about 300 feet, and the grade not over 5%. It is very winding, and for the most part, flanked by heavy tropical growth.
- 32.5 Puilboreau: From Plaisance to the summit of Puilboreau, the road is a series of switchbacks, over a rocky and quite barren hillside. The grade is about 6%, and it is about 4.3 miles in length. The elevation of Puilboreau is over 3,000 feet.

ADDENDA TO:THE CAPE HAITIAN - GONAIVES AUTOMOBILE ROAD (Mt-Puillboreau to Gonaives)Detailed Description:Miles from Cape Haitian:

32.3	Summit of Mountain Puillboreau. (Limits of Dept. of the North
33.4	Service Technique School left of road.
38.5	Road intersection. Left to St-Michel, right to Gonaives.
38.5	ENNERY: (See Section 602)
39.3	Steel and concrete bridge, 50 feet long, over Ennery River. One-way, 20 tons.
40.7	Precipice overlooks road to left.
42.2	Wooden bridge, 12' long over stream, one way. 8 tons.
42.3	Small concrete culvert.
42.7	High precipice to left of road, distance of .3 mile.
44.1	Steep hill left of road, river on right.
44.5	Concrete platform, 12' x 12', right of road, not raised.
45.0	Small habitation, right of road.
46.9	Steep hills to left of road.
47.5	Concrete culvert. Two-way.
47.6	Begin ascent.
48.1	Road cut in hill, begin descent.
49.3	Descent ends.
50.2	Stone church, right of road. Irrigation ditch crosses road.
50.3	Service Technique School, frame building. Village of Les Poteaux.
50.7	Small habitation, right of road.
51.2	Culvert over irrigation ditch.
51.8	Large tree, canal and spring, right of road.
51.9	Concrete bridge, 75 feet long, over River laQuinte. One- way. 20 tons.
53.3	Road forks. Straight ahead to Gonaives, right to Port de Pa
54.1	Concrete bridge over small stream. Two-way. 10 tons.
54.6	Concrete bridge over small stream. Two-way. 10 tons.
55.1	Road intersection. Ahead to Gonaives. Right to Terre Neuve.
55.6	Road intersection. Ahead to Gonaives. Left to Petite Riviere du Bayonnaise.
56.8	<u>GONAIVES</u> : Garde Caserne. (For full description see Section 601)

NOTE: The general description of this section of the road see Section
702-600 - The Gonaives - Ennery - Plaisance - Cape Haitian
Road.

PART OF THE CAPE HAITIAN-OUANAMINTHE ROAD:
20.8 Miles

General Description:

Importance:

This road connects Cape Haitian, the second largest city in Haiti with Ouanaminthe, a town located on the border. It passes through the towns of Quartier Morin, Limonade, LeTrou and Terrier Rouge. It has connecting roads to Milot, Grande Riviere, Caracol, Fort-Liberte, Ferrier and Perches.

Terrain and its effect on character of road:

The part of the road that is here described begins at Pont Parroie (about a bridge over the Grande Riviere) and continues toward Ouanaminthe, passing through the towns of Limonade, LeTrou and Terrier Rouge, to a point 3.2 miles east of Terrier Rouge.

Leaving Pont Parroie, the road runs in a general southeast direction across the plains. The only hills of note are Morne Bekley and Morne Mateliere. Morne Bekley is about 500 feet high, and the road crosses this mountain on the side at a height of about 200 feet. This point is between Limonade and LeTrou, 6.4 miles from Pont Parroie.

Morne Mateliere is located between LeTrou and Terrier Rouge, 15.3 miles from Pont Parroie. There is a spring at the foot of this mountain, which may be found by following a trail to the south for about 3/4 mile.

This road crosses the following rivers: - Grande Riviere, Lafosse River, Ravine des Anguilles, LeTrou River and Terrier Rouge River. In long periods of dry weather the Lafosse and Terrier Rouge Rivers go dry. The LeTrou and Terrier Rouge Rivers are not bridged and during the rainy season they overflow and stop traffic from three to thirty hours, this depending on the amount of rainfall in the mountains; inasmuch as heavy rains are usually in the afternoons, these rivers overflow during the night, but usually are passable before noon of the following day.

Strategic points and military obstacles:

On leaving Pont Parroie, the first strategic point encountered is a plot of woods at the Lafosse bridge 2 miles from Pont Parroie. The next is a large mound northeast of the bridge over Ravine des Anguilles at Limonade. The next is the hill Morne Bekley, 3.1 miles east of Limonade. At the forks of a trail at Carrefour Jesus, 3 miles southeast of LeTrou there are dense woods. Morne Mateliere lies 3.4 miles southeast of LeTrou. Artillery and machine guns could be mounted at all these points.

Kind of traffic to which road is adapted:

This road is used by automobiles, carts and pack animals. The road is graded and topped with sand and gravel. Troops could be marched in column of squads over the entire route, except at the river crossings.

PART OF THE CAPE HAITIAN-OUANAMINTHE ROAD: CON'T.Water, fuel, food and forage:

WATER may be obtained from the rivers, and from the spring at Morne Mateliere, and from wells in the town along the route.

FUEL: Wood is plentiful all along the route.

FOOD: Practically all food must be purchased in the towns along the route. The only exceptions are beef and goats which are plentiful.

FORAGE: Grass is plentiful during the rainy seasons, but scarce in the dry seasons.

Billets, camp sites and other accommodations:

At the towns, alongside the rivers, and at Morne Mateliere are the only suitable camp sites, where water is available.

There is a large two-story masonry house and a large tobacco drying shed on the inhabitation, 1.2 miles from Pont Parroie; these could accommodate about 200 troops. There is a well in the yard.

Comparison with other routes between the same points:

This is the only road between the towns mentioned, but there are several trails, however, these are not direct, and are usually impassable.

Telephone and telegraph:

A telephone line strung on wooden poles, about 6" in diameter and spaced at intervals of 100 feet, runs parallel to the roads throughout the entire distance.

Detailed Description:Miles from Pont Parroie:

- 0.0 Pont Parroie, a cement bridge across the Grande Riviere. The road from this point runs east to habitation Welsh, a tobacco farm.
- 1.2 Habitation Welsh: Road makes a sharp turn on to the North. Billets here for 200 troops.
- 1.4 Sharp right turn to east.
- 1.9 Trail breaks off to left (W.) to town Bord de Mer Limonade.
- 2.0 Bridge over Lafosse River, sharp turn right (S), branch road left.
- 2.1 Trail to SE, rejoins road beyond Limonade.
- 3.3 Limonade: Population 1,000. Elevation 45 feet. The town of Limonade is 8.7 miles from Cape Haitian at the forks of the Cape Haitian-Ouanaminthe and the Bois de Lance Roads. Except for 4 or 5 houses, the entire town is south of the road. Streets run N-S and E-W. Several wells in town. Road turns sharp left.
- 3.5 Wooden bridge (Pont Anguilles). Camp site NE on a small mound.
- 4.0 Small ravine, trail breaks off road, following ravine.
- 5.4 Large pool of stagnant water, unfit for drinking, unless boiled.

PART OF CAPE HAITIAN-OUANAMINTHE ROAD: CON'T.Miles from Pont Parroie: Con't.

- 6.4 Morne Bakley. A good machine gun and artillery position.
6.7 Dry ravine. Gardens and farm houses to south of road. Large open space to north.
7.4 Dry ravine, limit of Communes of Limonade and LeTrou.
9.1 Trails to left and right of road.
9.6 Ravine. Has water during rainy seasons.
11.0 Road left (W) to Caracol. LeTrou Cemetary and to the right, the town of LeTrou.
LeTrou: Population 2,000. Elevation 80 feet. This town is 17.4 miles SE of Cape Haitian, on the west bank of LeTrou River. In a large plain. Streets run NE-SW and NW-SE.
11.4 Catholic Church and Public Square. Road passes between Church and Square in NE direction. Camp site is in square.
11.5 Letrou River. River not bridged. Fordable except during high water.
11.7 Trail to right to the town of Perches.
14.0 Trail to left to Jacquesy, a small village on the coast.
14.5 Carrefour Jesus, cross trail.
15.3 Road to right up a gentle slope to spring at foot of a small mountain, about 3/4 mile south of road.
16.9 Terrier Rouge: Population 1,200. Elevation 100 feet. The town is located in a large plain 23 miles SE of Cape Haitian, in the face of a chain of mountains which form a semi-circle about the town, to the east, south and west, about 1.7 miles distant. The road runs thru the center of the town. Other streets not ditched and irregular.
17.4 Center of town. Garde Barracks to north, trail to south to Grande Bassin.
17.6 Road leaves town in easterly direction, crosses Terrier Rouge River. River not bridged, but usually fordable.
17.8 Large sisal plantations both sides of road.
18.9 Road to left (W) entering in sisal plantation.
19.7 Trail to right (S) to Grande Bassin, a small village.
20.8 Limits of the Communes of Terrier Rouge and Fort-Liberte.

CAPE HAITIAN-OUANAMINTHE ROAD: FROM COMMUNAL LIMITS TERRIER ROUGE TO BORDER:
(Distance 17.2 Miles)General Description:Importance:

This road connects Cape Haitian with Ouanaminthe a town on the Haitian-Dominican Broder. It is the main artery of transportation and is used by automobiles, animal drawn vehicles, pack animals and pedestrians.

CAPE HAITIAN-OUANAMINTHE ROAD: FROM COMMUNAL LIMITS TERRIER ROUTE TO BORDER: - CON'T.Terrain and its effect on character of road:

On leaving the Terrier Rouge-Port-Liberte Communal Limits, the road runs in a NE direction over rolling and sparsely wooded plains. The first hill of note is .6 mile from the Communal Limits and overlooks the Bay of Fort-Liberte, which is some 5,000 yards distant to the north. The Despradel Mountains parallel the road to the south, some 2,000 yards distant. Descending the hill there is a general slope to the east until the Malfetie River is reached. The road takes a sharp turn to the south then to the north, then again southeast crossing rolling sparsely wooded plains to Morne Casse, which dominates the plains of Ouanaminthe. The road continues in a general southeasterly direction to LaMatrie River, where the road bears to the south over terrain of the same nature and continues to Ouanaminthe.

The only bodies of running water that this section crosses are the Canary, Sable, Port Canal, Collette, Malfetie and Rivers, and several small creeks. Several of these streams are bridged, and the others are fordable, except following torrential rains.

Strategic points and military obstacles:

On leaving the Terrier Rouge-Fort-Liberte Communal Limits, the first strategic point encountered is a hill, to the east overlooking Fort-Liberte Bay which is the highest point reached by this section of the road. This point might be used for machine gun or artillery positions. The next is a small hill just west of the intersection of the Ouanaminthe-Fort-Liberte Road, which might be used as a machine gun position. Another hill called Moren Cochon, is located approximately 800 yards to the south of the road at miles 14.3 which is an artillery position, ideal, from the Haitian point of view as it is higher than the surrounding country and was used by Haitian troops for that purpose prior to the arrival of the American Occupation.

Kind of traffic to which the route is adapted:

This road is an automobile road and is adapted to automobile, animal vehicles and persons both mounted and on foot; this road was constructed as an automobile road. The greater part of the road is graded and is an ordinary dry weather dirt road. Troops could be marched in column of squads for the greater part of the distance.

Water, fuel, food and forage:

WATER: Water can be obtained from the rivers and creeks, and from a few springs near the road.

FUEL: Fuel is plentiful during the dry season, but during the wet season difficulty would be experienced in obtaining dry fuel, unless it had been cut and covered during the dry season.

CAPE HAITIAN-OUNAMIN THE ROAD: FROM COMMUNAL LIMITS TERRIER ROUTE TO BORDER: - CON'T.

FOOD: Beef, hogs and goats are plentiful, but other produce is scarce, and what small supplies that are obtainable would have to be secured in the towns.

FORAGE: The land on each side of the road, excepting in small scattered areas, for almost the entire distance, is fair grazing land and near Ouanaminthe green grass can be obtained in limited quantities the entire year round. The native stock seems to thrive on leaves and dry grass in the dry season.

Billets, camp sites and other accommodations:

The only suitable camp sites where water could be obtained are at the rivers, except the Romeo and Malfetie, which have swamps on each side adjacent to the road.

Comparison with other routes between the same points:

There are no other routes.

Telephone and telegraph:

A telephone wire strung on native wooden poles, averaging 6 to 8 inches in diameter and spaced at intervals of about 160 feet, parallels the road the entire distance, except at one point it leaves the road for a short distance.

Detailed Description:Miles from Terrier Rouge-Fort-Liberte Communal Limits:

- 0.0 Road runs NE over rolling wooded plain.
- 0.2 Small ravine, wooden culvert.
- 0.6 Small hill overlooking Fort-Liberte Bay.
- 0.8 Small stream with culvert of native materials. Stream with culvert of native materials, active only during rainy season.
- 1.1 Small ravine, native materials, road bears SE.
- 1.4 Large ravine, cement culvert, road bears E.
- 2.0 Crest of small hill.
- 2.1 Small ravine, culvert of native materials.
- 2.3 Slight dip in road.
- 2.4 Small ravine, culvert of native materials.
- 2.7 Dip in road.
- 3.1 Small wooden culvert, swamp on both sides of road.
- 3.4 Wooden bridge, Romeo River.
- 4.2 Cart road to North and South.
- 4.4 Malfetie River. Masonry bridge. Winding road to east.
- 4.9 Collette River. Wooden bridge. Camp site. Cart road to NE., main road bears SE.
- 6.0 Fort-Liberte Road, main road bears SW.
- 6.2 Cart road to S.
- 6.3 Cart road to SW., main road bears SE.

CAPE HAITIAN-OUNAMINTHE ROAD: FROM COMMUNAL LIMITS TERRIER ROUGE TO BORDER: - CON'T.Miles from Terrier Rouge-Fort Liberte Communal Limits: Con't.

- 6.4 Road east to Ferrier.
- 6.8 Small ravine with culvert of native materials.
- 7.1 Small ravine with culvert of native materials.
- 7.5 Road bears to SW.
- 7.7 Road bears to SE.
- 8.1 Road bears south.
- 8.9 Morne Casse, overlooking plains of Ouanaminthe. Limit of Fort-Liberte-Ouanaminthe Communes.
- 9.9 Slight rise in road, road bears to SE.
- 10.3 Cart road to north, road bears south.
- 10.7 Branch road to SW to Acul-Samedi.
- 10.9 LaMatrie River. Reenforced concrete bridge. Temporary camp site
Road bears to SE.
- 12.0 Road bears to south.
- 12.6 Small dry ravine.
- 13.0 Road bears to SW, trail to S.
- 13.6 Road bears E. Trail to W.
- 13.8 Port Canal River. Reenforced concrete bridge. Temporary camp
site.
- 14.3 Wooden bridge. Large swampy ravine, both sides of road.
- 14.8 Road bears SE, trail to N. Swamps both sides of road.
- 15.2 Sable River. Wooden bridge. Road passes over swampy terrain to
east for approximately 800 yards.
- 16.2 Canary River, reenforced concrete bridge.
- 16.7 Petit Riviere. Reenforced concrete bridge. Stream active only
in rainy season.
- 17.2 Place d'Armes, Ouanaminthe.

OUANAMINTHE: (Brief description of town)

Elevation 75 feet. Is located on a plain on the west bank of the Massacre River, which is the border of the Haitian and Dominican Republics at this point. The town is surrounded by plains and rivers to the south, east and west, and flat wooded terrain to the north. The town is laid out with main streets running E-W and unimportant cross streets N-S. There are about 500 houses in the town of the usual native type of three rooms, with walls of laced split wood, plastered with mud, and roofs of either metal or palm thatch. A few have sidings of boards split from palms. The Catholic Church is at the NE corner of the Place d'Armes, which is the center of the town. The market place is paved and is located west of the Place. A Catholic Boys School is located about 100 yards north of the Place. The main street entering the town from the west is wide, ditched and well drained, as is one other street paralleling it, running from the Garde Barracks to the Customs House. Three of the cross streets are also graded. All other streets are undrained and are usually muddy.

THE CAPE HAITIAN-QUARTIER MORIN ROAD (TO PONT PARROIE):
6.8 Miles

General Description:

Importance:

This road is the main arterial highway between Cape Haitian, Ouanaminthe and the Dominican Border.

Terrain and its effect on character of road:

This section of the road lies entirely in the North Plain, and passes through an open agricultural region.

Strategic points, and military obstacles:

The only outstanding strategic point is the hill known as Fort Michel, which stands southwest of the road, about .6 mile east of Cape Haitian. It is a small steep hill, rising abruptly from the plain, to an elevation of approximately 75 feet, and commands a view from Cape Haitian to Madeleine Carrefour, about 1.9 miles east of Cape Haitian. The bridge at Cape Haitian, crossing the Haut du Cap River, and the bridge, Pont Parroie, crossing the Grande Riviere near Quartier Morin, might also be considered military obstacles.

Kind of traffic to which route is adapted:

The road is a well gravelled, two-way, automobile road, open to traffic the year round, but develops serious mudholes during wet weather.

Water, fuel, food and forage:

WATER is available at Cape Haitian; at Carrefour Madeleine, from deep flowing wells; at Quartier Morin from shallow wells and at Pont Parroie from the River.

FUEL: Wood abundant, charcoal available in the towns.

FOOD: Cape Haitian is the largest market center in the North, with fair supplies of commodities in reserve. Beef, goats and poultry obtainable all through this section, but very little garden produce available.

FORAGE: Some grass and sugarcane in the vicinity of Quartier Morin, but no corn.

Billets, camp sites and other accommodations:

Large accommodations in Cape Haitian in churches, schools, residences and the Garde Barracks, and at Quartier Morin the Barracks will accommodate 10 men. The Agricultural School will accommodate 20 men.

Comparison with other routes:

This section is flanked by many old French roads which are now mere trails, and are impassable in wet weather.

THE CAPE HAITIAN-QUARTIER MORIN ROAD (TO PONT PARROIE): CON'T.Telephone and telegraph:

The through line to Ouanaminthe follows this road. It is strung on good wood poles, and quite reliable. The railroad which follows the road from Cape Haitian to Carrefour LaMort, has its own telephone line which is strung on reenforced concrete poles.

Detailed Description:Miles from Cape Haitian:

- 1.2 Petit Anse: Upon leaving Cape Haitian, the road crosses the Hautdu Cap River at the junction of that river with the Bay of Cape Haitian. At this point, the river is flat, deep, and fairly alive with sharks. The bridge is a steel and concrete span of approximately 100 feet. From this point, the road follows the shore for a distance of 1.2 miles to the junction of the Petit Anse Road. The Cape Haitian Railroad Station, and the packing plant of the Haitian American Pineapple Corporation lie on the side of this road, opposite to the bay. Petit Anse is a small town, 300 yards north of this point. The Marine Corps and Garde Rifle Ranges, and the Marine Corps Aviation Field surround Mount Michel just south of this point.
- 3.7 Carrefour LaMort: From Petit Anse the road is almost straight to Carrefour LaMort, making one turn at Carrefour Madeleine, where there are two artesian wells. To the south of this road are the Pineapple Company fields and to the north, the sugar plantation of LaRue.
- 6.2 Quartier Morin: From Carrefour LaMort, the road turns northeast to Quartier Morin, the road to Milot and Grande Riviere continuing straight ahead at Carrefour LaMort. This section is straight, with open fields on either side of the road, and crosses one concrete bridge over a stream bed that usually is dry.
- 8.7 From Quartier Morin to Pont Parroie the road turns south, and then southeast, having two sharp corners, one at Quartier Morin and one about .3 mile beyond that place. This section has few native gardens on each side, and is bordered by dense brush. The bridge at Pont Parroie is a concrete structure over the Grande Riviers, but is indispensable only in time of flood, the river normally being fordable.

CARACOL TO CAPE HAITIAN-OUANAMINTHE ROAD AT LETROU CEMETARY:

6 Miles

General Description:Importance:

This road connects Caracol, a town on the coast, with the Cape Haitian-Ouanaminthe Road. It is the best and most direct road from Caracol to the interior.

Terrain and its effect of character of road:

On leaving Caracol this road leads S for 3.1 miles at which point it makes a sharp turn E, for .3 mile at which point it makes another turn to the R, and resumes its southern direction and continues in that direction until it joins the main road at the LeTrou cemetery. This road does not cross any streams or other bodies of water. The entire road runs through a dense forest. The few gardens along the road are insignificant. The LeTrou River runs parallel and about .75 mile east of the road. The road is level and there are no hills nearby. Is very bad in wet weather, and is the only available road between the two points.

Strategic points and military obstacles:

3.1 miles from Caracol at the point where the road changes its direction to the E is a good location for machine guns. This would cover two trails that join the road at this point.

Kind of traffic to which road is adapted:

The road from Caracol to a sisal plantation is a mere trail, and is never passable to automobiles or carts. The remaining four miles are passable to motor traffic during the dry season. Troops could be marched in column of twos.

Water, fuel, food and forage:

WATER: The only water is from the LeTrou River, which is .75 mile east of road.

FUEL: Wood is very plentiful all along the route.

FOOD: Beef is plentiful. Other food is scarce and only obtainable in LeTrou, and in small quantities.

FORAGE: Grass is plentiful in the rainy season, but is very scarce in the dry.

Billets, camp sites and other accommodations:

There are no camp sites where water could be obtained nearer than the LeTrou River .75 mile to the east of road. There is a large house .5 mile east of the road, and 2 miles from Caracol, which would accommodate 200 men. There is a well in the yard, and the LeTrou River is but .25 mile to the East. This is the old Poste Charbert.

CARACOL TO CAPE HAITIAN-OUANAMIN THE ROAD AT LETROU CEMETARY: CON'T.

Comparison with other routes between the same points:

There is no other road. There are a few trails, but they are neither direct nor continuous.

Telegraph and Telephone:

A telephone wire strung on native wooden poles, six inches in diameter and spaced at intervals of one hundred (100) feet, parallels the road.

Detailed Description:

Miles from Caracol:

- 0.0 Caracol: Population 400, elevation 0 at high tide. Located 21.8 miles East of Cape Haitian; between Caracol Point and Jacquesy Point. Laid out along seacoast. The streets run east-west. Poor condition. Town is divided by water at high tide.
- 2.0 Gate to sisal plantation to West of road. Post Charbert .5 mile to East.
- 3.1 Road turns East. Good machine gun position. Two trails join road here.
- 3.4 Road turns South.
- 5.8 Trail to west.
- 6.0 LeTrou Cemetary and Cape Haitian-Ouanaminthe Road.

THE CARREFOUR DESRUISSEAU - MIRAGOANE - PETIT TROU DE NIPPES ROAD:
(35 Miles) (Report of July, 1932)

General Description:

Importance:

This road connects Miragoane and the villages on the north coast of the peninsula to Petit Trou de Nippes with the main road to Port au Prince. During the rainy season it is impassable for wheeled traffic west of Petit Riviere de Nippes due to the fact that the rivers are unfordable.

Terrain and its effect on the character of the road:

From Carrefour Desruisseau the road runs in a northwesterly direction for about .6 mile. It then turns south and drops 165' to sea level into the city of Miragoane. From Miragoane it skirts the Gulf of Gonave in a northwesterly direction. It is practically level thruout the route. There is a rise and fall of about 33 feet between Miragoane and Anse a Veau, and is practically level from there to Petit Trou de Nippes. The rivers along the route that cross the road are the Charlier, Dupay, Rochelois, Froide, Grande Riviere de Nippes and Anse a Veau Rivers. The Anse a Veau River is the only one that is bridged. The others are fordable during the dry season, but for a few days after heavy rains they are unfordable.

Strategic points and military obstacles:

The fords across the rivers are the only military obstacles along the route. Due to the flat nature of the route there are few strategic points. The hill to the SW of Miragoane, commands the town. The altitude of this hill is about 164' above the town. There are positions for machine guns on this hill which could sweep the streets of the town. On leaving Miragoane, heavily wooded hills, 20' high on the left of the road command the road as it runs along the shore. The next position is a hill about 82' high just before entering Anse a Veau. As the road enters Anse a Veau, it is about 33' above the town. This is a commanding position, and machine guns could sweep the streets of the town. The road from here to Petit Trou de Nippes runs through the Plain of Baconnois and there are no commanding positions.

Kinds of traffic to which the road is adapted:

The road is a two-story road. It is graded, but has very little rock in the foundation. After a rain, it is very slippery, especially from Anse a Veau to Petit Trou de Nippes. During the dry season, autos and camions pass over it daily. Troops could be marched in column of squads throughout the entire route.

Water, fuel, food and forage:

WATER: Water would be obtained from the rivers along the route. No springs along this route.

FUEL: Wood is unlimited quantities. Charcoal scarce.

CARREFOUR DESRUISSEAU-MIRAGOANE-PETIT TROU DE NIPPES ROAD - CON'T.

FOOD: Beef and goats available along the route. Rice, beans, plantains and sweet potatoes in limited quantities.

FORAGE: The only grazing land is near Anse-a-Veau. Grass and corn may be purchased in small quantities.

Billets, camp sites and other accommodations:

(For accommodations see Section 600 for Miragoane, Petite Riviere de Nippes, Anse a Veau and Petit Trou de Nippes) The only camp sites are in the town or near them.

Comparison with other routes between the two points:

There is no other route.

Telegraph and telephone:

Two telephone wires strung on native wooden poles, about 4" in diameter, and spaced at intervals of 197' parallels the road from Miragoane to Usine O'Rouck, 3.7 miles SW of Petit Trou de Nippes. From this point to Petit Trou de Nippes, there is but one wire.

Detailed Description:Miles from Carrefour Desruisseau:

- 0.0 Carrefour Desruisseau: Elevation 164'. Gasoline station on R. Road to Petit Goave R. Road to St-Michel to L. Road runs NW to Miregoane.
- 0.3 Hill, altitude 164', to L, commands road. Ravine to R.
- 1.2 Miragoane: (For details see Section 600) Road enters town to Rue Bel Air, and descends 164', in .6 mile to sea level. Hill at entrance to town commands whole town. At foot of Rue Bel Air turn L., onto Grand Rue, Garde Caserne, Sub-District Headquarters, on R. 1 Officer, 8 men.
- 1.5 Turn R into Rue Gesner.
- 1.6 Turn L into Rue De Tour and continue NW., town on R. Low heavily wooded hills to L.
- 2.3 Road passes over small hill. Hills about 16' high to L. Heavily wooded. Swamp alongside bay to R. Road has 1' grade thru swamp, road continues NW, with swamp between road and shore.
- 2.5 Salt spring to L of road. Road has 1' grade thru swamp with 8 galvanized iron culverts in 4.7 miles.
- 8.0 Cemetary to L. Road rolling, heavy underbrush both sides.

CARREFOUR DESRUISSEAU-MIRAGOANE-PETIT TROU DE NIPPES ROAD - CON'T.Miles from Carrefour Desruisseau, Con't.

- 9.0 Wooden culvert.
- 9.7 Galvanized iron culvert
- 9.9 Shrine to L.
- 10.0 Charlier: Small village, no importance.
- 10.2 Ford. Charlier River: Depth, normally 1'. Road mostly dirt. Very muddy after rains.
- 13.2 Ford. Dupuy River: Two fords with sand bar between them. Average depth of water 1'.
- 13.4 Cemetary. Road runs thru cemetary.
- 14.2 Ford. Rochelois River: Depth of water, about 3'. Loose bottom and always difficult for crossing in automobile.
- 14.4 Petit Riviere de Nippes: (For description see Section 600) Garde outpost of 3 men. Caserne on R. Church R. Camp site for small detachment. Road crosses ford as it leaves town. Average depth 2'. Loose bottom and difficult crossing for automobile at all times. Road continues NW, with Gulf of Gonave on R.
- 15.8 Cemetary on L. Heavy underbrush both sides of road.
- 18.5 Usine O'Rouch: Large coffee place to L.
- 18.7 Ford. Froide River: 2' of water.
- 18.8 Cemetary on R.
- 20.6 Ford. Grande Riviere de Nippes: Very difficult ford for automobiles, depth of water about 2', width of ford, 50'. Unfordable after heavy rains. 30 degree slope up far bank. Hill to L, 66' high commands road.
- 21.9 Trail to L., to L'Azile
- 22.4 Anse a Veau: (For description see section 600) Road descends 33 feet into town. Sub-District Headquarters, Garde d'Haiti, on R, as road enters town. 1 Officer, 13 men. Road descends hill into town with Anse a Veau River on R. Commanding positions on hill above town.
- 22.9 Turn R into Rue Riviera and cross wooden bridge across Anse a Veau River. Bridge 33' long 10' wide. Road passes thru town in NW direction.
- 23.2 Trail to L, goes to 1' Azile.
- 24.1 Water pumping station to L. Road continues NW thru Plain Baconnois to Petit Trou de Nippes. Heavy underbrush both sides of road. It is practically level. Road is dirt and highly graded in places. Very slippery after rains. Deep ruts when dry.

CARREFOUR DESRUISSEAU-MIRAGOANE-PETIT TROU DE NIPPES ROAD - CON'T.Miles from Carrefour Desruisseau, Con't.

30.5 Chapel L of road

31.0 Baccommois: dry Wooden bridge 20' by 10'.

35.0 Petit Trou de Nippes: (For details see Section 600) Outpost of Garde 3 men. Good camp site.

THE CARREFOUR FAUCHE-TROUIN DEPARTMENT LIMIT AUTOMOBILE ROAD:General Description:Importance:

This is a part of the road connecting Port au Prince with Jacmel. The turn off from the Port au Prince-Cayes Road is made at Carrefour Fauche. From Trouin, the road continues to Jacmel.

Terrain and its effect on character of the road:

The general direction of the road is SE. It passes thru open country for about 1.2 miles from Carrefour Fauches, when it enters the deep gorge of the Lavagne River. It crosses this river 9 times in 1.6 miles and then ascends gradually out of the gorge to a wide valley, which it traverses for about .9 mile when it descends and enters the gorge again. It follows the gorge for about 1.9 miles and then passes over Mt-Trouin at an elevation of 1312'. From Trouin it descends, entering another gorge through which the River Gauche flows. It crosses this river 10 times. At places the road cut out of the side of the mountain is but 33 feet above the river. The Department ends at the junction of the Gauche and Abbe Rivers. The Lavagne and the Gauche Rivers are the only two running streams along the route. Both streams are easily fordable during the dry season, but become impassable for a few hours after rains. At times the force of the streams is such that bridges are carried away.

Strategic points and military obstacles:

The two deep gorges thru which the road passes constitute serious military obstacles. Troops caught in these gorges would have difficulty in extricating themselves. From the defensive point of view, there are numerous strong positions along these gorges. The territory in the vicinity of Mt-Trouin would make a good strong point. It commands the surrounding country in all directions, especially the village of Trouin which is about 164' below the summit. Good positions exist for artillery and machine guns.

Kinds of traffic to which the road is adapted:

The road is a two-way automobile and truck road. At places it is narrow and difficulty is experienced in passing. Heavy camions traverse it daily. In general the foundation is of rock. It is

CARREFOUR FAUCHE-TROUIN DEPARTMENT LIMIT AUTOMOBILE ROAD - CON'T.

being improved from Trouin to the Department Limits, where many places are being cut out of the side of the gorge. Troops could march in a column of squads throughout the entire route.

Water, fuel, food and forage:

WATER: Water is and can be obtained from the two rivers.

FUEL: Wood in unlimited quantity. Charcoal in limited quantity at Trouin.

FOOD: Rice, plantains, beans and sweet potatoes available in small quantities. Small quantities of beef and goats are available.

FORAGE: Good grazing at milepost 4 and in vicinity of Mt. Trouin.

Billets, camp sites and other accommodations:

The only suitable camp sites where water can be obtained are at Carrefour Fauche and Trouin. Trouin is not very desirable as the water would have to be carried from the Gauche River. There are no other accommodations along the route.

Comparison with other routes between the two points:

There are no other routes between the two points. An animal trail crosses the mountains from Carrefour Dufort just west of Leogane to Trouin.

Telephone and telegraph:

A single wire, strung on native poles about 4" in diameter and averaging 195' apart, parallels the entire route.

Detailed Description:Miles from Carrefour Fauche:

- 0.0 Carrefour Fauche: Road junction of the Cayes-Port au Prince and Jacmel Roads. Ferme Ecole Fauche at junction. Well in yard with limited supply of water. From here road runs SE across open country with banana groves both sides of road.
- 1.5 Ford. River Lavagne: About 1' water in dry season. Hill across ravine about 33' high commands road.
- 1.9 Ford. River Lavagne: Road follows stream bed for about 165'. water about 1' deep. Entrance to deep gorge thru which the rivers flow. From here the river crosses the road 7 times in 1.2 miles.
- 4.1 Road has climbed out of gorge and crosses a valley at an elevation of 328'. Coffee Usine and 3 small houses to R. Road continues across valley for .9 mile when it again descends into the gorge. Some corn is grown in this valley. The road continues SE, thru the gorge, ascending to altitude of 1312 feet at Mt-Trouin. There is no water in the gorge during the dry season.

CARREFOUR FAUCHE-TROUIN DEPARTMENT LIMIT AUTO ROAD - CON'T.Miles from Carrefour Fauche, Con't.

- 6.1 Road crosses wooden bridge, covered by dirt, and supported on rock pillars.
- 6.5 Through ravine. No water. Destroyed bridge on R.
- 7.0 Road leaves gorge. Gradual up grade.
- 7.1 Wooden bridge, covered by dirt, and supported by rock pillars. Road climbs narrow valley, with hills on both sides, commanding Road.
- 7.5 Wooden bridge, covered by dirt, and supported by rock pillars.
- 7.8 Hills to L about 165' high, command road.
- 8.1 Wooden bridge about 8 x 10'. Good condition.
- 8.2 Road goes up thru pass.
- 8.5 Summit of Mt-Trouin: Elevation 1312'. The road has climbed 984' in 4.3 miles. Good place for stronghold. Commands village of Trouin and the surrounding country.
- 8.9 Trouin: Road drops down from summit about 164'. Garde outpost of 3 men on L. (For description see Section 600) Camp site for 50 men. Road takes slight turn R down hill. River Gauche on L. Road continues S, then SE thru gorge.
- 10.1 Ford. River Gauche: About 1' water. The river is crossed 2 times in 1/10 mile.
- 10.6 Concrete bridge over ravine leading down mountain side from R. No water. Bridge 208 feet long and 10 feet wide. The road cut from the side of gorge is at places 33' above river.
- 10.9 Concrete bridge over river. 33' long by 13' wide. Road goes thru small cut. River below on R.
- 11.8 Concrete bridge over river. 49' long 20' wide. River on L. Road continues SE.
- 12.0 Dangerous hairpin turn. Drop down to river about 45 degrees.
- 12.1 Ford. River Gauche: From this point road crosses river 7 times in half a mile. The last ford leaves river on R.
- 13.1 Limit, Department of the south: River Grand Abbe joins the Gauche from the Right.

THE CAVAILLON - BARADERES ROAD: (Report of July, 1932)

22.5 miles

General Description:Importance:

This road connects Baraderes with the Cayes-Port au Prince Road. It is very steep and narrow in places and impassable during the rainy season for wheeled traffic, due to its poor foundation. It was built by the Public Works Department, but at the present time has not been officially opened to the public. It is used by the military, government officials and a few business men who have connections in Cayes and Port au Prince. It was built primarily to tap the

CAVILLON - BARADERES ROAD - CON'T.

rich coffee sections around Baraderes. Due to the low price of native products it is used very little except for animal traffic at present. Due to the heavy rains in the mountains it has been closed to automobile traffic since March, 1932 to date. (October, 1932)

Terrain and effect on character of road:

On leaving Cavaillon, the road runs in a general northerly direction for about 9.3 miles to Carrefour Bonnefin, attaining a height of 1372'. The altitude at Cavaillon is about 33'. From Bonnefin the road starts to climb the mountains, continuing in a northerly direction with many sharp turns and narrow places until it reaches the summit of Mt-Piron at an elevation of 2587'. Making a rise of about 1200' in 5.6 miles. This is the highest point in the route. From here the road descends the mountains with many turns, dropping 1420' in 3.7 miles. The road is much steeper and narrower on the Baraderes side. For the remaining part of the distance to Baraderes, the drop is 775' in 3.7 miles. There are no all year running streams on this route. After heavy rains water runs in Ravine Mapang, 4 miles from Cavaillon and in the Ravine Pradine, 4.8 miles from Cavaillon. On the Baraderes side the same condition exists at Ravine Mouton, 4.3 miles from Baraderes and at Ravine Barree 3.1 miles from Baraderes. At Eam Bouille, 9.9 miles from Cavaillon, there is a spring up the mountainside, which at times flows slightly across the road. Because of the mountainous nature of the country along this route, and the difficulty of procuring water, there are no suitable camp sites.

Strategic points and military obstacles:

On leaving Cavaillon the road passes thru a gradually ascending plain, heavily wooded on both sides with some hills on the left for about 8.1 miles until it reaches the foot of Mt-Piron. From here the road is very rugged and narrow as it winds and twists up the mountain. Great difficulty would be encountered in dislodging an enemy on the heights above the road.

Kinds of traffic to which road is adapted:

From Cavaillon to Bonnefin, 9.3 miles, the road is a very difficult two-way road. From this point to Baraderes it is a one-way road. The entire road is principally of dirt construction. Where the road has been blasted out of the side of Mt-Piron, south of the summit, there is some rock foundation. The general condition of the entire road is poor. In its present condition it would be impossible to transport troops in motor vehicles of any description. It is still under construction, and in time might be available for light trucks. Troops would be marched in a column of twos along the entire route.

CAVAILLON - BARADERES ROAD - CON'T.Water, Fuel, Food and forage:

WATER: Water can be obtained at Cavaillon, Eau Bouille and Baraderes.

FUEL: Wood is plentiful. Charcoal procurable in small quantities.

FOOD: Live beef and goats in small quantities. Rice, plantains, beans, and sweet potatoes, sufficient for 100 men are available.

FORAGE: Grass is plentiful. Corn is scarce.

Billets, camp sites and other accommodations:

(For accommodations in Cavaillon and Baraderes see Section 600, Cities and Towns) There are no suitable camp sites along the route.

Comparison with other routes between these points:

There is no other route.

Telephone and telegraph lines:

None.

Detailed Description:Miles from Cavaillon:

- 0.0 Cavaillon: (For description see Section 600, Cities & Towns, in Monograph) From the Garde Caserne the road runs N for 1.1 miles, thence E for .3 mile, and then generally N for the remainder of the route.
- 4.0 Ravine Mapang: Usually dry, muddy during rainy season. Road continues N, with gradual ascent. Road muddy in rainy season.
- 4.8 Ravine Pradine: Usually dry. Muddy in rainy season. Road continues with gradual ascent to Bennefin.
- 9.3 Bonnefin: Elevation 1312'. Road R to 1' Asile.
- 9.9 Eau Bouille: Elevation 1422'. Small spring near house on R. Road continues N, with steep ascent to Mt-Piron. Narrow and dangerous.
- 18.6 Ravine Mouton: Elevation 1207'. Usually dry. Road narrow and dangerous, continues N.
- 19.9 Ravine Barree: Elevation 530'. Usually dry. Road begins gradual descent to plain with many turns. Continues N.
- 21.1 Plain of Baraderes: Elevation 72'.
- 21.8 Carrefour Laurent: Elevation 49'. Trail to L connects with trail to Pestel.
- 22.5 Baraderes: (For description see Section 600, Cities and Towns, in Monograph) Elevation 33'. Road enters town from S. thru business section, and passes Church and market place. The only road from Cavaillon to this town. Hills to N., command town.

CARREFOUR LAMORT-GRANDE RIVIERE AUTOMOBILE ROAD:

12.3 Miles (Source: Report of July, 1932.)

General Description:Importance:

This road connects the town of Grande Riviere, the second largest town in the North, with the Cape Haitian-Ouanaminthe Road at Carrefour LaMort, a crossroad, 3.7 miles south of Cape Haitian. This crossing is very important as it also leads to Quartier Morin, Limonade, LeTrou, Caracol, Terrier Rouge, Ouanaminthe, Fort-Liberte and Milot.

Terrain and its effect on character of road:

On leaving Carrefour LaMort, the road runs in a general southern direction across the fertile plain of the Cape, a distance of 5.9 miles to a crossroad known as Barriere Battante. At this point, turning left in a general SE direction, the road runs through the Grande Riviere Valley. A few miles from Grande Riviere the road is very rough and irregular, running over small hilltops, up and down deep ravines and following the course of the Grande Riviere. Otherwise the road is in very good condition, well graded, surfaced with gravel and ditched on both sides. At Carrefour LaMort a 42" railroad track runs on the west side of the road for a distance of 1.1 miles to Choiseuil, where the road swings to the right over the tracks, the tracks continuing in a southern direction, running parallel to the road, although at some places at a distance of about a mile from the road. About five miles from Carrefour LaMort and in a SW direction, can be seen the Citadel on one of the peaks of the Bonnet a l'Eveque mountain range. On turning the crossroad at Barriere Battante, on the left side of the road and across the Grande Riviere, can be seen a high range of mountains known as the Lory Range. On the right side of the road to the west can be seen the Grand Gille and Cormier mountain Ranges.

Strategic points and military obstacles:

At Carrefour LaMort, in a SE direction, 300 yards off the road is a small mound called Clerisse which would make an excellent machine gun position.

3.9 miles from Carrefour LaMort is a small hill in a SW direction, called Madame Vergnaud, which would make a good artillery and machine gun position.

6.8 miles from Carrefour LaMort, between this point and Grand Riviere, is a small settlement called Grand Pre. There is a hill 750 feet high, about 350 feet SE, across the Grande Riviere, called Mount Dubueille, which would make a good artillery and machine gun position.

At Carrefour Jean Bernard a hill situated on the SW side of the road and about 50 feet high, would make a good machine gun position.

CARREFOUR LAMORT-GRANDE RIVIERE AUTOMOBILE ROAD: CON'T.Strategic points and military obstacles: con't.

At the entrance to Grande Riviere is an old Haitian Fort known as Fort Joseph, about 400 feet high. Would make an excellent artillery and machine gun position.

Kind of traffic to which route is adapted:

This road was built for automobile traffic, but other traffic is not restricted. The road is in very good condition and traffic is very seldom held up for more than a few hours at the time during the rainy season. Troops could be marched in column of squads all along the route.

Water, fuel, food and forage:

WATER: Water can be obtained from the wells at the farmhouses along the road. Also by digging holes 6' to 10' deep alongside the road. From Barrier Battente to Grande Riviere, water can be obtained from the river and from streams along the road. All water should be boiled before drinking.

FUEL: There is abundant fuel along this road.

FOOD: Food in large quantities would have to be purchased from natives along the road on their way to the market in town, or in the market places in the towns. Pigs, goats and chickens are plentiful along the road.

FORAGE: Grass is obtainable along the road all the year, especially from Barrier Battante to Grande Riviere; corn is plentiful during the wet season.

Billets, camp sites and other accommodations:

Camp sites are available at the farm houses along the route. The best are: - Farm House .5 mile from Carrefour LaMort, occupied by an employee of the Pineapple Plantation. At this place, there are two wells, one equipped with a hand pump; another 4.7 miles from Carrefour LaMort, a tobacco plantation "Comme il Faut", which has 25 native straw huts, which are used for drying tobacco, could easily house over 1,500 troops. This plantation has a well, two lagoons and irrigation ditches; and at 5.3 miles from Carrefour LaMort is another plantation owned by the same people with five sheds which could house about 100 troops. This place also has a well.

Comparison with other routes between the same points:

At Choiscuil, 1.1 miles from Carrefour LaMort, running SE, parallel to the railroad track, is an old trail leading to Grande Riviere. This trail can be used only for pack animals and pedestrians and in the rainy season it is impassable for that purpose.

Telephone and Telegraph:

A telephone wire strung on native wooden poles, 6" in diameter and spaced at a distance of 100' runs parallel to the road and the entire distance.

CARREFOUR LAMORT-GRANDE RIVIERE AUTOMOBILE ROAD: CON'T.Telephone and telegraph: Con't.

From Carrefour LaMort to Choiseuil and from Jean Bernard to Grande Riviere, two telephone wires strung on poles, 6" x 6" made of reenforced concrete run parallel to this road. This line is owned by the National Railroad Company of Haiti.

Detailed Description:

- 0.0 Carrefour LaMort: This is a cross-road connecting Grande Riviere with the Cape Haitian-Ouanaminthe Road. On the right is the Pineapple Plantation. To the left is an open field. On the west side of the road runs the National Railroad of Haiti.
- 0.5 Trail to R to farmhouse. Good camp site. Two wells, one with hand pump, occupied by employee of Pineapple Company.
- 1.1 Choiseuil. Railroad leaves road in a S direction. Road turns to R through an old Haitian portal.
- 1.5 Cross trail. To the R, Haut du Cap. To the L, Choiseuil.
- 2.9 Wooden bridge, known as Parrce, 36' long, 12-1/2' wide, 11' deep. The supports of this bridge are of cement masonry.
- 3.2 Cross trail. To R, carrefour Pere, to the L, Railroad track.
- 3.7 Trail R to farmhouse.
- 3.9 400 yards to R small hill. Excellent machine gun position. Visible for 1 mile.
- 4.1 Twin ravines. Impassable at times during rainy season.
- 4.7 Tobacco plantation. 25 tobacco drying sheds. Billets for 1500 men. Good well, two lagoons.
- 4.9 On L grapefruit and pineapple plantation.
- 5.3 Tobacco plantation. Five large sheds used for tobacco drying. Good camp site.
- 5.7 Trail to R to Plaine du Nord.
- 5.9 Barriere Battante: Straight ahead 1.2 miles is Milot with a population of 1,500; elevation 1,400 feet above sea level. Milot is at the foot of Mt. Perches de Bonnet. Milot is surrounded on the E, W and S by mountains. A small river, the Amande, runs thru the center of the town. Streets are parallel to the main street which is a continuation of the road entering the town.
- 5.9 Road turns L, continuing to Grande Riviere.
- 6.4 Pineapple and grapefruit plantation.
- 6.5 Deep ravine, at times impassable during rainy season.
- 6.8 Trail to R, small settlement called Grande Pre.
- 7.7 Carrefour Jean Bernard: RR crossing. On the left is platform for loading and unloading freight, also used as a station. To L trail to Limonade leading NW.
- 8.1 Small masonry two-story building. Used as Headquarters, C.O., troops in field in 1917-19 uprising.
- 8.4 Railroad crossing.
- 10.0 Deep ravine.

CARREFOUR-LAMORT-GRANDE RIVIERE AUTOMOBILE ROAD: CON'T.Detailed Description: con't.Miles from Carrefour LaMort: con't.

- 10.3 Carrefour Menard: To right road leading to Dondon. Road turns left crosses railroad tracks. There is a large water tank on railroad track.
- 10.8 Trail right to Cormier.
- 10.9 Rural Agricultural School.
- 11.4 Garde d'Haiti Corral.
- 11.9 Ancient Fort to right (Fort Joseph, altitude 400 feet).
- 12.3 Garde d'Haiti Barracks at Grande Riviere.

GRANDE RIVIERE DU NORD: The population of this place is 3,000 souls. The elevation is 165 feet. The town lies 14.9 miles south of Cape Haitian, in the valley of the Grande Riviere du Nord, on the southwestern bank of the river. It is almost completely surrounded by hills. From the southwest corner of the town to the river bank there is a downward slope of about 30 feet. The streets are irregular and narrow, only two of them being open to vehicular traffic; these streets run northwest and southeast. All the streets are of dirt and gravel and, due to lack of care, are in bad condition.

CARREFOUR MENARD-DONDON TO THE LIMIT OF MILITARY DEPT. OF THE NORTH:
(BOUYARA RIVER)

12.7 Miles. (Source: Report of July, 1932)

General Description:

Importance:

This road connects the limit of the Military Department of the North (Bouyara River) with Dondon and Carrefour Menard. It was built this year, being completed in March, 1932, for automobile traffic but at present cannot be classed as such. The road from the limit to Dondon has seen very little vehicle traffic since its completion, and will much work before an automobile can pass over it. The road from Dondon to Carrefour Menard, though in much better shape than the other part of the road, also needs much attention before it can be classed as a first class vehicle road. The importance of this road is to transport coffee and other products between the towns.

Terrain and its effect on character of road:

On leaving Carrefour Menard the road runs in a general SW direction up a steady grade for 2.4 miles, to a place known as the (Premiere Mure) First Wall. This part of the road is well graded, ditched and drained, and is in good condition, and runs over the foothills of the Grand Gille Mountains. On leaving this point the road is cut into the side of the mountain running up a steep incline. This portion of the road is practically undescribable, the road twisting and turning in all directions. Some of the turns are very narrow and dangerous. On the left side of the road and across a deep ravine is another range of mountains (The Grand Gille). In about the center of this range and at a distance of about 300 yards is a high hill called Jean Michel, which would make a commanding position. At the top of the mountain, a distance of 4.4 miles from Carrefour Menard and at an elevation of 1,150 feet above sea level, the Dondon Plateau is reached. From this point to Dondon, the road runs over flat, muddy country in a general SW direction. On the right of the road at a distance of about 2,500 yards, is the Range Bonnet a l' Eveque, which parallels the road in the direction of Dondon. On one of the peaks of this range is the Citadel. On the left of the road about .5 mile distant, and parallel to the road, lies the Cormier Mountain Range. The road from Dondon to the Limit of the Department runs in a general southern direction, over small hilltops and crossing deep ravines to the Bouyara River. This river is usually too deep to permit the passing of vehicular traffic. The Rivers Vasseax and Bouyara are the two streams running along this road and in the dry season are fordable. In the rainy season they overflow their banks and hold up traffic. Both streams cross the road several times.

CARREFOUR MENARD-DONDON TO THE LIMIT OF MILITARY DEPT. OF THE NORTH:
(BOUYARA RIVER) CON'T.

Strategic points and military obstacles:

About 2 miles from the Limit of the Department and Dondon is a small hill called Mt-Caiman, to the SW of the road, which could be used as a machine gun and artillery position. There is a small hill, 3.5 miles from Dondon and facing the Citadel, about 250 yards off the road, which would make a good artillery and machine gun position. The next strategic point is the Grand Gille Mountain Range where any number of machine gun positions are to be found.

Kind of traffic to which route is adapted:

This road was built this year for automobile traffic, but much work will have to be done before it can be used as such. In the dry season, the road from Carrefour Menard to Dondon is open to light car traffic. The remainder of the road has been out of commission for some time, and has never been fit for vehicular traffic for more than a few days at a time. Where the road passes over the mountain, it has a rock foundation, but very steep grades. The remainder of the road is of dirt and a light rain renders it impassable. This road is used principally by pack animals and pedestrians. Troops could be marched in column of squads the majority of the distance.

Water, fuel, food and forage:

WATER can be obtained from springs, streams and rivers along this route. It should be boiled before drinking.

FUEL: There is plenty of wood along the route.

FOOD: Plantains, corn in season, native rice, beans, etc., can usually be purchased in considerable quantity along this road. Oranges and bananas are plentiful. Other produces must be purchased in the towns. Pigs, goats and fowl are plentiful.

FORAGE: Grass is plentiful all year round. Corn is plentiful in season.

Billets, camp sites and other accommodations:

Camp sites are available practically everywhere. The best is in the town of Dondon. It would not be advisable to camp anywhere on this road without mosquito nets.

Comparison with other routes between the same points:

The only other route between these points is via Grande Riviere and from there by trail thru Cormier. The trail is much longer, the mountain grades steeper, and in rainy weather, impassable.

Telegraph and telephone:

A newly constructed telephone line, strung on native wooden poles, about 6" in diameter and spaced at intervals of 100' parallels this road throughout its entire length.

CARREFOUR MENARD-DONDON-TO LIMIT OF DEPT. OF NORTH: (BOUYARS RIVER)
CON'T.Detailed Description:Miles from Carrefour Menard:

- 0.0 Carrefour Menard: A small settlement at the junction of the Cape Haitian-Grande Riviere Road and the Dondon Road. The tracks of the National Railroad of Haiti crosses the road at this point. There is a large water tank at the railroad crossing. Leaving the RR Crossing the road runs in a general SW direction.
- 0.3 Small stream crosses road.
- 1.1 Small stream crosses road.
- 1.3 Small stream crosses road.
- 2.4 The First Wall, sharp turn to R, steep incline (N).
- 2.6 Sharp turn, steep grade to NW.
- 2.7 Sharp turn, steep grade to S., turn SW, slight grade.
- 2.8 Spring.
- 2.9 Sharp curve W, steep grade.
- 3.0 Sharp curve S, steep grade.
- 3.1 Turn to L.
- 3.3 Sharp turn N, steep grade. Sharp curve W, steep grade.
- 3.6 "U" turn L, small spring.
- 3.7 Curve to Right.
- 4.1 Sharp curve R, then L. Steep grade.
- 4.4 Curve to R, steep grade. Top of mountain.
- 4.8 Small hill to L, 300 yards, distant. Citadel to L. 2500 yards.
- 5.3 Small stream crosses road.
- 5.6 Small stream crosses road.
- 5.9 Wooden bridge over dry ravine made of sweetwood. 18' x 9'.
- 6.0 Curve L.
- 6.3 Small stream crosses road.
- 6.9 Small stream crosses road.
- 7.4 Trail to Carrefour Pere and Haut du Cap.
- 7.6 Small hill to SE to L about 200 yards, called Morne Lanneau. Machine gun and artillery position.
- 8.2 Small river. Enter Dondon. Population 1200, alt. 1,360 ft. 9.9 miles W of Grande Riviere on the N bank of the Vaseux River in the valley between Mt-Bourg on the NW, and Mt-LaSource to the S and SE. Is 2.5 miles S of the Citadel. Main street runs N-S.
- 8.6 Garde Headquarters, turn L pass Catholic Church.
- 8.8 Curve L to right a small hill about 770 yards to SW. Machine gun and artillery position.
- 9.3 Deep muddy ravine.
- 10.4 Deep ravine, wooden bridge under construction.
- 11.5 Ravine.
- 12.7 Bouyars River. Limit of Military Dept. of North. BOUYARS RIVER about 20' wide usually 5' deep. Almost always impassable to vehicular traffic. After crossing the river the road leads to St-Raphael, St-Michel, etc.

THE CAYES - TORBEUK - PORT SALUT ROAD: (Report of July, 1932)
25 Miles

General Description:

Importance:

This road connects Cayes with the villages along the south coast of the peninsula as far as Port Salut. During the rainy season it is impassable due to the fact that the l'Acule River is unfordable. The road is now under construction from the l'Acule River to Port Salut.

Terrain and its effect on character of the road:

On leaving Cayes the road runs in a southwesterly direction thru the Plain of Cayes. It is practically level to the l'Acule River. From the l'Acule River to Carrefour Joutte the ascent is gradual, attaining an elevation of 82' in 2.5 miles. The ascent up Mt-Briere is very steep and dangerous along the side of the mountain. The road climbs to the summit, which is 984 feet high in 3.1 miles. It then runs across a saddle ascending to Mt-Masson which has an elevation of 1150'. From here the road gradually descends in a NW direction to Port Salut. The bodies of running water along the route are the Ravine du Sud, Torbeck River, and the l'Acule River. None of these streams are bridged and all are unfordable after heavy rains. The l'Acule River is unfordable the greater part of the year.

Strategic points and military obstacles:

The three rivers mentioned above and Mt-Brierre and Mt-Masson constitute military obstacles. The first strategic point on the road from Cayes consists of the hills across the l'Acule River. They command the ford across the river. The ascent of Mt-Brierre is made along the mountainside, which affords numerous positions commanding the road. The saddle between Mt-Brierre and Mt-Masson would make a very good stronghold. It commands the surrounding country in all directions. The summit of Mt-Masson commands the country in all directions.

Kinds of traffic to which the road is adapted:

The road is a two-way road to the l'Acule River. From there on it is a one-way road. It is graded and has a rock foundation. It is passable for automobiles when the rivers are fordable. Troops could be marched in column of squads to Torbeck. From there on it would be necessary to march troops in column of twos.

Water, fuel, food and forage:

WATER: Water can be obtained from rivers along the route, in unlimited quantity. Large supply of water at Port-Salut.

FUEL: Wood available at all times in any quantity. Charcoal available in limited quantities.

THE CAYES - TORBECK - PORT SALUT ROAD - CON'T.

FOOD: Beef and goats available in limited quantities, probably in sufficient quantity for 100 men. Rice, plantains, beans, and sweet potatoes in small quantities.

FORAGE: Grass is plentiful, but corn is scarce.

Billets, camp sites and other accommodations:

For accommodations in Cayes, Torbeck and Port Salut see Section 600, Cities and Towns in monograph. Good camp sites are available in Torbeck, in the vicinity of Ravine Touffee, in the vicinity of the l'Acule River and in Port Salut.

Comparison with other routes between the same points:

There are no other routes between these two points.

Telephone and telegraph:

A telephone wire, strung on native wooden poles, about 4" in diameter and spaced at intervals of 164' parallels the road.

Detailed Description:Miles from Cayes:

- 0.0 Cayes: (For description see Section 600, Cities & Towns, in monograph) From Carrefour Aurel (Hotel Sandral) the road runs in a NW direction thru Cabion past the Casarne, Garde d'Haiti.
- 1.3 Cross Road, Turn SW. Road to NE to Port au Prince, road to NW is the old road to Camp Perrin, now passable only to animals.
- 1.5 Ford over Ravine du Sud. Unusual depth 2'. Loose rock bottom, often difficult for automobiles to cross. Village of March-aterre, just across the ravine. Road continues SW.
- 1.8 Pont Salomon: Concrete bridge, 16' x 16'.
- 2.7 Concrete culvert.
- 3.0 Ford, Ravine La Godray: Fordable at all times. Average depth 1'.
- 3.7 Concrete culvert. Trail L, leads to sea.
- 4.5 Ravine Desrodiere: Old elevated concrete culvert.
- 4.9 Ford, Torbeck River: Average depth 3'. Unfordable after heavy rain.
- 5.0 Torbeck: Elevation 33'. Good camp site. Road continues SW.
- 5.5 Ravine Soudane: Concrete culvert.
- 6.3 Ravine Rogus: Concrete culvert.
- 7.1 Ravine Radon: Concrete culvert.
- 7.6 Ravine Muscadin: Concrete culvert.
- 8.3 Carrefour Welch:
- 8.9 Ravine Touffee: Concrete culvert. Good camp site to L. Road continues SW, following l'Acule River. Hills about 250' high, across river command road. Apparently good machine gun positions.
- 9.9 Ford, l'Acule River: Water swift and normally 4' deep. Very seldom fordable for automobiles. River does not recede for about one month after rains in the mountains. Hill to L, commands ford.

THE CAYES - TORBECK - PORT SALUT ROAD - CON'T.

- 10.9 Foot of Mt-Briere: Elevation about 80'. Hill 45' high to L.; commands road.
- 11.5 Concrete bridge over ravine. No water. Bridge 32' x 16'.
- 11.8 Ravine Traverne: No water during dry season.
- 12.4 Carrefour Joutte: Elevation 115'. Train L to St-Jean du Sud.
- 12.4 Road continues SW., cut out of mountain side. Ravine to R.
- 15.5 Summit of Mt-Briere: Elevation 984'. Road ascends 860' in 3.1 miles. Very narrow and dangerous. Summit and saddle between this point and Mt-Masson command surrounding country.
- 18.0 Summit, Mt-Masson: Elevation, 1150'. Commands surrounding country in all directions. Good machine gun positions. Road continues NW, down steep grades.
- 21.8 Ferme Ecole Machabes to L.
- 24.2 Ford. Ravine la Source: Less than 1 foot of water, always fordable.
- 25.0 Port Salut: (For description of town see Section 600, Cities and Towns, in monograph) Elevation 16'. Road enters town from SE. Garde d'Haiti outpost of three men. Camp site for 100 men in market place.

THE CAYES-PORT AU PRINCE AUTOMOBILE ROAD TO EASTERN LIMIT DEPT. OF SOUTH: 113 Miles (Report of July, 1932)

General Description:Importance:

This road constitutes the main artery of traffic leading to the South from Port au Prince. That part of it from the Eastern Boundary to Carrefour Fauche connects Port au Prince with Jacmel. Other roads throughout the Department lead into it. It is extensively used as an automobile road from Port au Prince to Petit Goave, Miragoane, Aquin and Cayes.

Terrain and its effect on character of road:

On leaving Cayes the road runs in a northerly direction through the Plain of Cayes to the I'let River. Crossing this river on a steel bridge it runs in a northwesterly direction continuing through the Plain of Cayes. The first hills are 4.3 miles Cayes on the right and extend for a distance of 3.7 miles. They average about 70' high. From here the road goes in a northeasterly direction as it winds and turns in its passage over three small mountains to Cavaillon. These mountains are: Mt-Sicard, elevation 135', Mt-La-Port, elevation 164' and Mt-Malfini, elevation 135'. At the foot of Mt-Malfini the road turns east and passes through the Plain of Cavaillon. The road continues east to St-Louis du Sud. It is very rugged and steep in places as it climbs up the side of Mt-Cavaillon, elevation 230', and Mt-Orange, elevation 330'. From there the road

THE CAYES-PORT AU PRINCE AUTOMOBILE ROAD TO EASTERN LIMIT DEPT. OF SOUTH: CONTINUED

drops into the valley of St-Louis, along the Bay of St-Louis. East of St-Louis it winds and twists up the side of Mt-St.George reaching an elevation of 394 feet. Descending Mt-St. George it traverses the Plain of Aquin, along the Bay of Aquin. From Aquin, the road turns northeasterly crossing the eastern end of the LaHotte Mountain range. It ascends Mt-Aquin reaching an elevation of 790'. Descending Mt-Aquin in an easterly direction it gradually rises through the Fond des Negres section until it reaches an elevation of 804' in the vicinity of the Experimental Station. This is the highest point on the route. From there it takes a long gentle grade down to 625' then gradually rises until it reaches 720' at St-Michel. From there it proceeds in a northeasterly direction gradually winding down the mountains until it reaches an elevation of 165' at the cross-road to Miragoane. From here the road turns east, and is practically level to Petit Goave. Continuing east from Petit Grove it winds and turns over Mt-Tapion reaching an elevation of 260'. From the foot of Mt-Tapion it is practically level as it traverses the Plain of Leogane to Port au Prince. The I'Let, Cavaillon, Moubin, St-Louis, Moriseau and Momance Rivers are the bodies of running water along the route that have running water throughout the year. All these streams are bridged. Numerous small streams cross the road. Some of them are also bridged. They are practically dry during the dry season. All of them are fordable during the rainy season, except following heavy rains in the mountains, and then they are impassable for short times only.

Strategic points and military obstacles:

Due to the mountainous nature of the road there are numerous good positions for machine guns and artillery throughout the mountains crossing. These are set forth in detail in the "Detailed Description". The mountain crossings do not constitute military obstacles of a serious nature. The most strategic points on leaving Cayes are the hills on the right of the road 4.3 miles from Cayes; commanding positions in the vicinity of the summit of Mt-Sicard and Mt-La-Porte; the old fort north of the village of Cavaillon; positions on road ascending Mt-Cavaillon; pass over the summit of Mt-Orange which would afford a good stronghold and has many positions for machine guns and artillery; hill just west of Aquin; hill to the right of road ascending Mt-Aquin; the small plain on the summit of Mt-Aquin which affords a good stronghold; positions in the vicinity of the Agricultural Experimental Station in Fond des Negres; hill to the east of St-Michel; hills in the vicinity of the cross roads to Miragoane; and the summit of Mt-Tapion which would afford a good stronghold with positions for machine guns and artillery. There are many places along the route, crossing the mountains, which afford excellent positions for rifles and would be difficult in dislodging an encountering enemy.

THE CAYES-PORT AU PRINCE AUTOMOBILE ROAD TO LIMIT OF DEPT OF SOUTH:
CONTINUEDKind of traffic to which route is adapted:

The road is a two-way automobile and truck road. Heavy camions traverse it daily. It is graded and has a little rock and earth foundation. In places where there is very little rock, mostly on the level, it has a tendency to become muddy after rains. This causes deep ruts, until repairs have been effected. Troops could be marched in column of squads the entire distance.

Water, fuel, food and forage:

WATER: Water may be obtained at the cities and larger villages along the route. It may also be obtained from the rivers along the route. Several springs and wells exist along the route. These are set forth in the detailed description.

FOOD: Beef, goats and sheep may be had in unlimited quantities. Rice, beans, plantains and sweet potatoes may be purchased in limited quantities.

FUEL: Wood is plentiful all along the route. Charcoal may be purchased in limited amounts along the route.

FORAGE: Grass may be purchased in limited amounts along the route. Corn is scarce from Cayes to Fond des Negres. From this point corn is grown along the road. Grazing land is available near the towns and cities.

Billets, camp sites and other accommodations:

(See Section 600, Cities and Towns, for Cayes, Cavaillon, St-Louis, Aquin, St-Michel, Miragoane, Petit Goave, Grand Goave and Leogane for detailed descriptions of these places) Temporary camp sites could be located near the rivers along the route. However, these rivers are located near the above mentioned towns, and the market places in the towns afford much better camp sites. Water is available at the Agricultural Experimental Station, Carrefour Desruisseaux, Lake Miragoane and Carrefour Fauche and these places also afford good camp sites.

Comparison with other routes between the same points:

This is the only route from Cayes to Port au Prince.

Telegraph and telephone:

Telephone wires strung on wooden poles averaging 6" in diameter and spaced at intervals of 197 feet parallels the road the entire distance. The poles are creosoted pine. The wires cross the road in numerous places. From Cayes to Carrefour Desruisseau the poles carry four wires, from there to Petit Goave they carry five wires, from Petit Goave to Leogane they carry six wires and from Leogane to Port au Prince they carry 7 wires.

THE CAYES-PORT AU PRINCE AUTOMOBILE ROAD TO LIMIT OF DEPT OF SOUTH:
CONTINUEDDetailed Description:Miles from Cayes.

- 0.0 Cayes: (For description see Section 600, Cities and Towns, in monograph) Upon leaving Carrefour Aurel (Hotel Sendral) the road runs in a northwest direction through Gabion and passes the Caserne Garde d'Haiti.
- 1.3 Cross Road: Turn Right in NE direction for road to Port au Prince. Road L to Torbeck. Road NW, old road to Camp Perrin, not passable save for animal traffic.
- 1.6 Cross at Quatre Chemin: Road continues NE. Road to L. NW to Camp Perrin and Jeremie.
- 1.8 Large concrete culvert.
- 2.1 Charpentiere Creek: Concrete bridge 20' long 10' wide.
- 2.6 L'Let River: New steel bridge, 33' long 10' wide. Road turns N. Road R, .06 mile from bridge to Garde d'Haiti Rifle Range.
- 4.1 Road turns NE.
- 4.3 Heavy vegetation on both sides of road from here to Cavaillon. Hills along road to R; altitude 82 ft. for a distance of 3.7 miles. Many good machine gun positions.
- 7.2 Laurent: Small habitation. Church to R. Road continued NE, with gradual climb to Mt-Sicard.
- 8.9 Summit Mt-Sicard: Elevation 131 ft. Low lying hills to N. command road. As road descends winding down side of mountain, hills across the ravine command the road along the route. Many good machine gun positions.
- 9.9 Concrete culvert over ravine. Foot of Mt-Sicard. Road continues NE. Small hills to R. command road. Road runs practically level for .6 mile then begins ascent of Mt-Laporte.
- 11.7 Summit, Mt-Laporte: Elevation 164 feet. Road descends mountain side and hills to R. across ravine command route. Many good machine gun positions.
- 12.6 Mt-Malfini: Elevation 131 ft. This mountain constitutes a slight rise from the foot of Mt-Laporte. Steep descent on eastern slope.
- 14.0 Foot of Mt-Malfini: Road turns to E, crossing Plain of Cavaillon. Heavy vegetation and thick underbrush along both sides of road. Road practically level to Cavaillon, elevation 33 ft.
- 15.4 Cavaillon River: Old wooden bridge about 66' long and 16' wide. (See monograph Cavaillon for detailed description)
- 15.5 Cavaillon: Garde outpost of three men, with Barracks on R. Old fort at northern end of town commands whole town. Good machine gun position. Mt.Cavaillon commands the whole valley to West. Road continues straight thru town to East.
- 15.8 Ascent to Mt-Cavaillon: Road attains elevation of 230 ft, as it winds up mountain.
- 16.5 Turn NE, heavy vegetation both sides of road.

THE CAYES-PORT AU PRINCE AUTO ROAD TO LIMIT OF DEPT OF SOUTH: CON'T.Miles from Cayes, Con't.

- 16.8 Summit of Mt-Cavaillon: Elevation 230 ft. Surrounding hills are heavily wooded. Very few fields of fire.
- 17.6 Foot of Mt-Cavaillon: Deep ravine to R. Road continues E. Drop of about 164 feet.
- 17.8 Bolivar River: Ford. Normally about 2 ft. water. Fordable except for a few hours after heavy rains. Hill to NE, about 330 feet high commands road. Heavy underbrush both sides of road. From here road runs along right side of a valley about .3 mile wide. Hills to R.
- 19.0 Bridge over Valbrun River: Old concrete bridge 26 ft. long and 16 ft. wide. Road begins sharp ascent of Mt-Orange. Steepest slope about 45%. Hill to L about 330 ft. commands road. Good machine gun positions.
- 19.3 Summit Mt-Orange: Elevation 330 ft. Road passes thru a narrow pass which would afford a good stronghold. This pass commands the territory to east and west.
- 19.9 Foot of Mt-Orange: Steep down grade about 30%. Wooden bridge about 33 ft. long and 13 ft. wide crosses small ravine. High hills to L. Rice fields in valley to right.
- 20.2 Ford, TiBara Ravine: Usually fordable. Ravine contains very little water. Road continues E, thru valley .3 mile wide. Rice fields to R.
- 20.7 Plain Solon: About .6 mile wide. Road to L of plain along foot of mountain. Rice fields to R.
- 21.5 Plain opens up to L.
- 21.8 River Mombin: Steel bridge 98 ft. long 16 ft. wide.
- 22.9 Hill to R., 246 ft. high, commands road in both directions.
- 23.3 Down grade slope to Bay of St. Louis, 15% slope.
- 23.8 Road continues E, along Bay of St-Louis. Three coconut log culverts over small ravines washed out by recent rains. Low hills to left.
- 24.4 Ford, Ravine Perdu: Always passable, very little water.
- 24.9 Steep cliff to left.
- 25.4 Ti Guinea Ravine: Old wooden bridge in poor condition. 26 ft. long 16 ft. wide.
- 25.5 St-Louis du Sud: Turn N. (For detailed description see monograph of St-Louis du Sud, Section 600) Garde outpost of three men. Hills to N, about 164 ft. high command town.
- 25.8 Turn E. Straight thru St-Louis, passing cemetery on L. Road continues E through Valley of St-Louis.
- 27.2 St-Louis River: Concrete bridge, 131' long and 16' wide. Mt-St. George to E, 393' high commands surrounding territory.
- 27.7 Ascent of Mt-St. George: Road winds up side of mountain with many turns. Positions along road command valley below. One bad hairpin turn. Steepest slope 45%.
- 29.0 Summit, Mt-St-George: Elevation 393'. Road passes thru a pass which would make a good stronghold. Commands to NE and S. Numerous machine gun positions. Road winds down toward E.

THE CAYES-PORT AU PRINCE ROAD TO LIMIT OF DEPT OF SOUTH: CON'T.Miles from Cayes, Con't.

- 29.5 End of steep descent. Gradual ascent to Bay of Aquin. From this point to summit is steepest part of road, several grades of 45%.
- 31.0 Road skirts Bay of Aquin.
- 32.0 Hill about 240' high to N. commands road in both directions. Bay of Aquin to R.
- 33.1 Steep cliffs to L for 1.2 miles. Bay on R.
- 33.7 Road crosses peninsula entering Bay of Aquin.
- 34.1 Range of hill to N. about 165' high command road in both directions.
- 34.2 Cemetary to L.
- 34.7 Ford. Small ravine, very little water. Easily fordable.
- 33.2 Road again skirts Bay of Aquin. Steep cliffs L.
- 35.7 Hill to L, 165 ft. high commands surrounding country. Road runs E.
- 36.0 Entrance to Plain of Aquin: Road level, thick undergrowth both sides.
- 37.3 Moriseau River: Steel bridge 98 ft. long 16 ft. wide.
- 37.6 Ferme Ecole Moriseau: R of road.
- 38.5 Aquin: (For detailed description see monograph, Section 600) Road leads straight through Grand Rue. Market on L. Sub-district Headquarters, Garde d'Haiti, 325 ft. to R, on Rue de la Caserne. 1 Officer, 9 men.
- 38.7 Turn L on Rue Ferou. Harbor on R. Hills to N., altitude 240 feet, commands town.
- 39.0 Turn R on Rue du Port de Garde. Road continues E. thru town.
- 39.2 Concrete culvert. Limits of town. Road continues with slight rise thru the Plain of Aquin to Vieux Bourge. Dense undergrowth both sides of road.
- 42.5 Vieux Bourge: Straight through. Road highly graded, with deep ditches on both sides. Muddy and slippery after rains. Gradual turn to NE, passing over Aquin Mountain.
- 43.5 Concrete culvert.
- 43.9 Road to Cotes de Fer to R. Road to Port au Prince continues E. Deep ditches both sides of road. Slippery and dangerous after a rain. Muddy after rains. Gradual rise to foot of Mt-Aquin.
- 44.1 Concrete culvert.
- 44.3 Concrete culvert.
- 46.9 End of ditches alongside of road.
- 47.2 Foot of Mt-Aquin: Road turns NE as it ascends the mountain. Numerous short turns and narrow passes. Some grades 45%.
- 48.2 Hill to R, 165' higher than road commands both directions and the plain of Aquin to the West. Road continues winding up mountain.
- 49.1 Summit, Mt-Aquin: Elevation 785'. The top of the mountain is a small plain about 175' wide and 985' long. Ferme Ecole Nicolas on R. A good stronghold could be made here which would command the surrounding country. The natives call this Mt-Coma. Road continues down a steep descent, about 45% in Easterly direction. During the descent the hills to R command the road.

THE CAYES-PORT AU PRINCE AUTO ROAD TO LIMIT OF DEPT SOUTH: CON'T.Miles from Cayes, Con't.

- 49.7 Foot of Mt-Aquin (Coma): From this point on, there is a gradual descent thru the valley to Fond des Negres. The country is open to L, with low lying hills to right (R).
- 50.6 Spring to R.
- 51.1 Hill to R, 165' high commands road.
- 51.2 Chapel to L.
- 51.3 Culvert of logs over ravine. Water.
- 51.4 Foot of Tropinas Hill: 45% climb.
- 51.6 Summit of Tropinas Hill. Cut about 33' deep thru top of hill. Descent not so steep, although road is highly graded.
- 51.9 Foot of Tropinas Hill; Concrete bridge, 33 ft. long 10 ft. wide. From here, road continues E, with long gentle climb.
- 53.4 Market Brico (Rural Market) on L.
- 54.1 Road continues E. Slight rolling grades. Ditches both sides.
- 54.7 Ferme Ecole Fond des Negres on R.
- 55.0 Experimental Station, Fond des Negres on R. Elevation 805 ft. Hill to L, about 80 ft. high commands road. Road continues E thru Fond des Negres Valley slightly down grade.
- 57.1 Log culvert over ravine. Water. Hill to L, about 80ft. high commands road. Road highly graded in places sloping downward. Elevation 770 ft.
- 57.5 Low lying hills to L, command road.
- 59.3 Large areas of cultivation both sides of road. Bananas, corn and grass. Very slight grade here, road crossing wide valley. Elevation 625'.
- 61.3 Galvanized iron culvert. Water hole L.
- 61.5 Road begins to climb hills. Hills about 80' high both sides of road.
- 61.6 Summit. Elevation 755'. Hills on both sides of road. Good position for stronghold. Hills command the surrounding country. Road gradually descends to St-Michel du Sud.
- 62.1 St-Michel du Sud: (For detailed description of town see Section 600, Cities and Towns, in monograph) Elevation 722 feet. Garde d'Haiti outpost of three men. Caserne on L.
- 62.8 Hill commands Plain of Miragoane and surrounding territory to N and E. Would make good stronghold. Lake Miragoane to E. Road cut out of side of mountain, and many turns in descent. Many good positions on L. Road continues in NE direction to L.
- 63.8 Knoll to L, 50 ft. high, commands road.
- 64.6 Hills to L, across ravine command road. Road leads NE.
- 65.6 Galv. iron culvert over Ravine Ti Bac. Water.
- 66.2 Hill to R, 50 ft. high commands road.
- 67.6 Charlot: Small village, no importance.
- 68.4 Hill to L, 66 ft. high commands road.
- 68.7 Hill to L, 66 ft. high commands road.
- 69.2 Carrefour Desruiseaux: Elevation 164 ft. Road to Miragoane to left. Road makes sharp turn E, at this point and continues to Petit Goave, practically level through valley.

THE CAYES-PORT AU PRINCE AUTO ROAD TO LIMIT OF DEPT OF SOUTH: CON'T.Miles from Cayes: Con't.

- 70.0 Hills to L, about 130 ft. high command road.
- 71.7 Lake Miragoane: Concrete bridge 26' long by 16' wide, across outlet of lake to sea. Hills both sides of outlet on L command road. From here on, road continues in E direction thru open valley with corn field on both sides of road.
- 74.4 Wooden plank bridge 7' by 13' over dry ravine.
- 75.4 Sugar mill on left.
- 77.2 Galvanized iron culvert.
- 78.3 Hills L of road, 65' high, command road.
- 79.2 Down hill, 20% grade.
- 79.5 Foot of hill, valley opens out both sides.
- 80.7 Road runs thru wide valley. Corn fields both sides road. Small village La Viola on R.
- 81.3 Usine Reinbold on R.
- 83.2 Ravine Barret: Concrete bridge, 10' x 13'. No water. Road continues E.; highly graded, ditches both sides. Many small huts line both sides of road.
- 84.3 Church to L.
- 84.5 Bay of Petit Goave, road turns to R and S.
- 84.8 Galvanized iron culvert for drainage ditch across road.
- 85.1 Petit Goave: (For detailed description see monograph on this town, Section 600, Cities and Towns) Road turns East. Garde d'Haiti District Headquarters on R., as road runs E thru city. 3 officers, 54 men. As road enters city it passes over concrete bridge 50 ft. long and 16 ft. wide, over the Caiman River. Good camp site in City Market.
- 86.5 Eastern limits of Petit Goave. Gradual down grades, road continues east.
- 87.7 Grand Ravine. Concrete Bridge. No water.
- 88.4 Line of hills to L, about 65 ft. high. Valley to R.
- 88.9 Foot of Mt-Tapion. Road takes many turns winding up mountain. The road is cut from the side of mountain. Hills L across ravine command road.
- 91.0 Summit of Mt-Tapion: Elevation 262 ft. Would make good strong hold. Commands in all directions. Many good positions for machine guns. The eastern slope is more steep than the western slope. Steepest grade about 45%. Hills to R across ravine command the road.
- 91.3 Usine Reinbold on R.
- 91.8 Foot of Mt-Tapion: Hill to R, elevation 82 ft. commands road. Road open to L.
- 92.3 Road enters Plain of Grand Goave. Continues E.
- 93.2 Grand Goave: (For detailed description see Section 600, Cities and Towns, in monograph) Road passes village on L. Garde d'Haiti outpost of 3 men. Good camp site.
- 93.7 Grand Goave River: Concrete bridge 16' wide and 20' long. Water.

THE CAYES-PORT AU PRINCE AUTO ROAD TO LIMIT OF DEPT OF SOUTH: CON'T.Miles from Cayes: Con't.

- 94.6 Galvanized iron culvert. Mud flat to L. Bananas and corn both sides of road.
- 95.7 Cement culvert.
- 95.8 Small wooden bridge across ditch.
- 96.3 Carrefour Fenche: Road to R, to Trouin and Jacmel. Ferme Ecole Fauche to L. Well in school yard.
- 97.0 Hills to R, about 65' high command road.
- 98.0 Line of hills to R, averaging 130' high command road.
- 98.2 Road enters plain of Leogane.
- 99.4 Ravine Estere: Called Ravine Oseau by natives. Dry. Water after heavy rains, making fording difficult.
- 99.3 Concrete culvert.
- 99.9 Concrete culvert, small amount of water.
- 100.1 Hills close to R, command road. Hills about 100' high.
- 101.3 Sugar mill to R.
- 102.0 Concrete culvert. Old Citroneres River bed. No water.
- 102.3 Carrefour Dufort: Road to R., trail to Trouin. Weekly market place. Road turns N. Bananas and corn both sides of road. 13 concrete culverts are crossed from here to Leogane. Few of them have water. They are used as drainage ditches along-side of road.
- 107.5 LEOGANE: (For detailed description see Section 600, monograph) Road turns E and continues to Port au Prince. Town on L of Road. Sub-District Headquarters of Garde d'Haiti located in this town. 1 officer and 9 Men. Good camp sites in market place. Service d'Hygiene Station on R of road eastern limits of town. The Hasco Railroad parallels road on left to Port au Prince.
- 107.8 Road to L, to Hasco irrigation plant. Cane fields both sides of road.
- 108.6 From this point to Department Limits are 6 concrete and galvanized culverts used for drainage of irrigation ditches of Hasco Co.
- 109.6 Ferme Ecole Branche on L.
- 110.0 Branche: Office of foreman of Hasco Co. Plantations on L. Hasco cane fields on both sides of road.
- 110.2 River Momance: Steel bridge 16' wide by 197' long. RR bridge parallels to L. Small amount of water in river during wet season.
- 111.7 Momance: To L. Small village of little importance.
- 112.5 Ravine La Seine: Dry during dry season. RR bridge to L. Water hole to L of RR bridge.
- 113.0 Department Limit: Old Tapion River, now converted into irrigation ditch by Hasco. Road continues to Port au Prince through the Department of Port au Prince in easterly directio

ADDENDA:

THE CAYES - PORT AU PRINCE ROAD: (From Department Limits to Police Portail Leogane, Port au Prince.

Miles from Aux Cayes:

- 113.0 Department Limits, Depts. of South and Port au Prince. Old Tapon River, now converted into irrigation ditch. Road runs in easterly direction. Good road.
- 113.4 Habitation, small group of houses
- 115.1 Gressier: For description see Section 602.
- 115.2 Concrete culvert over River Gressier.
- 117.4 RR bridge on left crossing salt-marsh.
- 122.0 Small river.
- 122.1 Railroad tracks cross road. Tennis Club on left. Market place.
- 122.5 Cemetery - concrete monuments - brick fence.
- 123.1 Concrete culvert over River Froide.
- 123.2 To left, distant 200 yards. Summer home of ex-President Hyppolite. Large house, modern conveniences, water, etc. Camp site in grounds surrounding home.
- 124.1 Road to left to American Club beach.
- 124.9 Two-story concrete school building on right.
- 125.0 Concrete culvert. 20 tons capacity.
- 125.2 Coast Guard Station. (Navy Yard, Bizoten, Garde d'Haiti) on left. Shoulder high concrete wall surrounds station. Complement of 4 Officers and 50 men. At this point railroad tracks cross road and leave side of road.
- 125.3 Concrete culvert, 20 tons, capacity.
- 125.3 Railroad tracks cross to left of road.
- 127.7 Port au Prince: Garde Police Post to left (Portail Leogane) South end of Avenue "C" (Grande Rue). Railroad to right of road. Outskirts of city. Small native houses both sides of road. (for full description for Port au Prince see Section 601, Cities and Towns)

FORT-LIBERTE TO MAIN ROAD (CAPE HAITIAN-OUANAMIN THE ROAD):General Description:Importance:

This road connects Fort Liberte with the Cape Haitian-Ouanaminthe Road. It is the only road over which motor traffic can reach Fort Liberte. It is also used by animal drawn vehicles and persons both on foot and mounted.

Terrain and its effect on character of road:

On leaving Fort-Liberte, the road runs in a SE direction over slightly rolling, sparsely wooded terrain. The first hill of note is approximately 2 miles from Fort-Liberte, and after passing the crest, there is a general descent to the intersection of the road with the Cape Haitian-Ouanaminthe Road. There is no running water along this route.

Strategic points and military obstacles:

After leaving Fort-Liberte, the first strategic point encountered is a hill through which the road has been cut, with embankments on both sides that might be made use of for machine gun positions. The next is a small hill just west of the intersection of the Cape Haitian-Ouanaminthe Road, which could also be used for machine gun positions.

Kind of traffic to which the route is adapted:

This road is adapted to all of traffic, motor, animal-drawn and mounted. Part of this road is graded and is an ordinary dry weather dirt road. Troops could be marched in column of squads in places, but the normal formation, would be column of twos. for the greater part of the distance.

Water, Fuel, Food and Forage:

WATER: No water is obtainable along this route.

FUEL: Wood is obtainable in limited quantities in the dry season, but difficulty would be encountered in securing dry fuel in the wet season.

FOOD: Beef, hogs and goats are abundant. Other supplies are scarce, and must be obtained in limited quantities in the towns.

FORAGE: During the rainy season, there is fair grazing to the east of the road, and green grass may be obtained from this source in the wet season.

Billets, camp sites and other accommodations:

There are no suitable camp sites, or houses suitable for billets on this route.

Comparison with other routes between the same points:

There are no other routes.

FORT-LIBERTE TO MAIN ROAD (CAPE HAITIAN-OUANAMINTHE ROAD: CON'T.Telegraph and telephone:

A telephone wire, strung on native wooden poles, averaging 6 to 8 inches in diameter, and spaced at intervals of about 160 feet, runs parallel to the road, throughout its entire length.

Detailed Description:Miles From Fort-Liberte:

- 0.0 Road runs SE over slightly rolling wooded terrain.
- 0.1 Cart road to south.
- 1.1 Slight rise in road.
- 1.7 Trail to east.
- 2.0 Main Road, Cape Haitian-Ouanaminthe.

FERRIER TO MAIN ROAD (CAPE HAITIAN-OUANAMINTHE ROAD):General Description:Importance:

This road connects Ferrier with the Cape Haitian-Ouanaminthe Road. It is passable for motor traffic at times during the dry season, but is usually passable only for animal-drawn vehicles and mount:

Terrain and its effect on character of road:

On leaving Ferrier the road runs in a westerly direction over rolling, sparsely wooded terrain. The first hill of note is .3 mile out and dominates the town of Ferrier. The next is 100 yards east of a dry stream bed at .9 mile. The remainder of the road continues through rolling sparsely wooded terrain. There is no running water along this route.

Strategic points and military obstacles:

The hill at .3 mile could be used as a machine gun emplacement or for light artillery. The hill at .9 could be used for the same purpose. The woods on either side of the road at the remainder of the road could be used for machine gun nests.

Kind of traffic to which the route is adapted:

This road is a cart road, and is passable to automobiles only at times during the dry seasons. Troops would be marched in a column of twos the entire distance.

Water, fuel, food and forage:

WATER: No water obtainable along this route.

FUEL: Wood is plentiful, but difficulty would be experienced in obtaining dry wood in the rainy season.

FERRIER TO MAIN ROAD (CAPE HAITIAN-OUANAMIN THE ROAD: CON'T.

Water, fuel, food and forage: Con't.

FOOD: Beef is obtainable in small quantities, hogs and goats are plentiful. Other products can be obtained in the town markets in limited quantities.

FORAGE: Land on both sides of the road is good grazing territory, and green grass is obtainable in any quantity.

Billets, camp sites and other accommodations:

There are no billets or camp sites along this route.

Comparison with other routes between the same points:

There are no other routes.

Telegraph and telephone:

A telephone line strung on native wooden poles 6 to 8 inches in diameter, parallels the entire route. The poles are spaced at intervals of about 160 feet.

Detailed Description:

Miles from Ferrier:

- 0.0 Ferrier: From in front of the Garde d'Haiti Barracks, the road runs west over rolling wooded terrain.
- 0.3 Small hill overlooking town of Ferrier.
- 0.9 Dry stream bed, trail to SE.
- 2.2 Slight dip in road.
- 2.5 Slight dip in road.
- 2.8 Trail to north.
- 3.0 Main road (Cape Haitian-Ouanaminthe Road).

THE GONAIVES - ENNERY - PLAISANCE - CAPE HAITIAN ROAD:

56.8 Miles

Reconnaissance Report of 27 September, 1932:

General Description:

Importance:

This road is a portion of the main road from Port au Prince to Cape Haitian. Its importance lies in the fact that it is the only highway between the two points, and the only motor road over the Puilboreau Mountains.

Terrain, and its effect on character of the Road:

Leaving Gonaives, the road runs through level country for about 10 miles, then it passes through country with steep hills on the right and a river on the left. These hills command the road for a distance of about 8 miles.

At Ennery 18.3, the road turns to the left and begins the 6 mile climb up Puilboreau Mountain. Throughout the entire climb, the road is out into the side of the mountain, with steep hills to the left and deep valleys to the right.

The road winds in such manner, that a defending force can easily sweep the road at any point from higher sections, and if defended, this road would be extremely difficult to negotiate.

Kind of traffic to which the route is adapted:

This is a two-way automobile road, passable at all seasons. It is narrow in points on the Puilboreau Mountain. Trucks daily negotiate the entire route.

Water, food, fuel and forage:

WATER: Water is plentiful from Gonaives to Ennery, none is available on the mountain. Water at Plaisance, and from there to Cape Haitian. Water must be boiled before drinking.

FOOD: Rations should be carried.

FUEL: Wood for fuel is plentiful.

FORAGE: Grass for forage is plentiful all along the route.

Billets, camp sites and other accommodations:

Billets are available at Gonaives, Ennery and Cape Haitian. Camp sites are to be found near all the streams that parallel or cross the road. No camp sites in the mountains.

Comparison with other routes between the same points:

There are no other roads between the two points.

Telephone and telegraph lines:

A three wire telephone parallels the road from Gonaives to Cape Haitian, strung on wooden poles. The wires are insulated copper. The poles are 75 feet apart.

THE GONAIVES - ENNERY - PLAISANCE - CAPE HAITIAN ROAD: (CONTINUED)Detailed Description:Miles from Gonaives:

- 0.0 Gonaives: Garde Caserne.
1.2 Road intersection. Left to Ennery, right to Petite Riviere du Bayonnaise.
1.7 Road intersection at north of town. Left to Terre Neuve, right to Ennery.
2.2 Concrete bridge over small stream, 8 feet long. Two-way. 10 tons.
2.7 Concrete bridge over small stream, 8 feet long, Two-way. 10 tons. Surrounding country level, hills in distance. Heavy brush, no considerable amount of cultivation.
3.5 Road forks. Left to Port de Paix, right to Ennery.
4.9 Concrete bridge, 75 feet long, over Riviere la Quinte. One-way, 20 tons.
5.0 Large tree, canal and spring, left of road.
5.6 Culvert over irrigation ditch.
6.1 Small habitation, left of road.
6.5 Service Technique School, frame building. Village of Les Poteaux.
6.6 Stone church left of road. Irrigation ditch crosses road. Three strand telephone line parallels road, strung on wooden poles 75 feet apart. Wires are insulated copper.
7.5 Begin gradual ascent.
8.7 Road in cut in hill. Begin gradual descent.
9.2 Descent ends. Road now level. Very fertile valley.
9.3 Concrete culvert. Two-way.
9.9 Steep hills to right of road.
11.8 Small habitation to left of road.
12.3 Concrete platform, 12' x 12' left of road. Not raised.
12.7 Steep hill right of road. River on left.
14.1 High precipice to right of road for distance of .3 mile.
14.5 Small concrete culvert.
14.6 Wooden bridge, 12' long, over stream. One-way. 8 tons.
16.1 Precipice overlooks road on right.
17.5 Steel and concrete bridge, 50' long, over Ennery River. One-way. 20 tons.
18.3 ENNERY: Road intersection, left to Cape-Haitian, right to St-Michel and Hinche. (See Section 602)
18.4 Service Technique School right of road. Begin climb of Puilboreau Mountain. Steep ascent. Two-way, but narrow in places. Deep valley to right of road. Many sharp curves. Three strand telephone line parallels this section, strung on wooden poles spaced 75 feet. Trucks and camions negotiate this road daily.
24.5 Summit of Mt. Puilboreau. Boundary line of the Department of the North.

THE GONAIVES - ENNERY - PLAISANCE - CAPE HAITIAN ROAD: (CONTINUED)Miles from Gonaives: (Con't.)

- 28.8 Plaisance: (See Section 602) From the summit of Mt. Puilboreau to Plaisance the road is a continuous descent the grade averaging 6%; many curves and switchbacks.
- 32.5 Summit of Plaisance Mountain. From Plaisance to this point the road is a continuous ascent for the entire distance, with many curves, and the road is rocky. The grade averages 5%.
- 36.9 Camp Coq: A continuous descent from the summit of Plaisance Mountain. The road descends the canyon wall at an average grade of 6%. Passable at all times, except that in the rain season it is occasionally blocked by small landslides.
- 43.1 Limbe River: The road follows the valley of the Limbe River at an elevation slightly above the river level, and is often flooded at high water. At the town of Limbe, the road turns east.
- 45.0 Limbe Grade: From the Limbe River, over which there is a two-way steel and concrete bridge of five spans, to the Limbe Grade, the road is level, but owing to the fact that the road passes through the river bottoms, this section is often flooded and uncertain in wet weather.
- 47.5 Limbe Mountain: From Limbe grade to the summit of Limbe Mountain the road rises approximately 300 feet, with two switchbacks. This section is always in good condition, and the high ground on the sides of the road afford many positions for commanding the road.
- 50.0 Cocra Mountain: Descending Limbe Mountain, the road crosses several small streams and the River Sales. The wooden bridge over this river could easily be destroyed, and would offer a serious obstacle, as the water is 5 feet deep, and has a very soft and muddy bottom. Dense brush along both sides of the road in this stretch.
- 54.3 Haut du Cap: The road from Cocra Mountain to Haut du Cap is flat and of little military interest except for the dense brush on both sides of the road. At 51.2 a road branches off to the right to the town of Plaine du Nord (See Section 602).
- 56.8 Cape Haitian: SEE SECTION 601.

NOTE: For General Description of the section of road from the Summit of Puilboreau Mountain to Cape Haitian see Section 702-600 (The Cape Haitian - Gonaives Automobile Road).

THE GONAIVES - PORT DE PAIX AUTOMOBILE ROAD:General Description:Importance:

This road connects Port de Paix on the north coast of Haiti with Gonaives, affording communication through that latter point with all the larger towns and cities in the Republic, and is the only route affording such communication, other than airplane and by water. It is a two-way, gravel surfaced, automobile road, passable at all seasons, except that after heavy rains it is often covered by water at numerous places where streams cross the road, however, these usually subside after a short period of time.

Terrain and its effect on character of the road:

Leaving Gonaives, the road turns off to the left from the Gonaives - Cape Haitian Road at a point 3.5 miles east of Gonaives. The first 13 miles of the road is through level fertile country, but there is little cultivation, and dense brush. There are no hills to command this section of the road. At 13.2 the road ascends a hill for .5 mile and at 13.7 descends for .5 mile. The road passes through a deep cut at the crest of this hill, and as there is dense brush on both sides of the road, it is an excellent position for an ambush. At 14.4 the descent ends and the road passes through a level valley, very fertile and under cultivation. At 19.9 the road makes a steep descent through a cut and crosses the Mancel River by way of a ford. There are steep approaches to this ford, and it is very difficult in wet weather. From Bassin Bleu, 32.7 to Port de Paix, the road crosses hilly country and is a series of steep ascents and descents, dangerous in wet weather, and furnishing opportunities for a surprise attack from the surrounding hills.

Kinds of traffic to which the route is adapted:

The road is a two-way automobile road, suited to all types of vehicles.

Water, fuel, food and forage:

WATER: Water is available from the numerous streams along the route, but must be boiled before drinking.

FUEL: Wood for fuel is plentiful along the entire route.

FOOD: While the country is under cultivation, for the most part, it is advisable to carry food supplies.

FORAGE: Grass for forage is plentiful, but corn and oats must be carried.

Billets, camp sites and other accommodations:

Many men can be billeted in Port de Paix. On the march, camp sites are to be found at the many streams, and along the Trois Rivières which parallels the road most of the way to Port de Paix.

THE GONAIVES - PORT DE PAIX AUTOMOBILE ROAD (CONTINUED):

Comparison with other routes between the same points:

With the exception of one or two pack trails, there are no other routes between these points.

Telegraph and telephone lines:

From the road forks, 3.8 miles from Gonaives, there is a one wire telephone line paralleling the entire road. Strung on wooden poles, 75 feet apart. Wire is insulated copper.

Detailed Description:

Miles from Gonaives:

- 0.6 Gonaives: (See Section 601) Garde Caserne. Road leads east.
- 3.5 Road forks. Right, or straight ahead to Ennery, left to Port de Paix.
- 4.9 Road intersection. Left to Bassin and copper mines.
- 8.3 Trail right to small habitation.
- 8.9 River Bassin to right of road. Very little cultivation.
- 9.7 Two school buildings, Service Technique Schools. Frame buildings, 10 feet x 8 feet.
- 10.3 Wooden culvert, over ravine. One-way, 8 tons.
- 10.4 Concrete bridge, 10 feet long over small stream. One-way.
- 10.8 Road intersection. Left to Port de Paix, right, unimproved dirt road to La Branle.
- 10.9 Ford. Dry stream bed.
- 11.1 Ford, dry stream bed.
- 11.2 Unimproved road to right of La Branle.
- 11.6 Concrete and rock culvert, 3 feet long. One-way, 10 tons.
- 12.4 Wooden culvert. One-way. 8 tons.
- 13.2 Begin fairly steep ascent.
- 13.7 Gradual descent.
- 13.8 Road through cut in hill. Good place for ambush from front.
- 14.1 Deep cut through hills.
- 14.4 Descent ends.
- 15.0 Small church to right of road. Surrounding country fertile and under cultivation.
- 15.9 Ford. Small stream.
- 16.4 Cemetary to left. Road intersection. Left to Gros Morne (See Section 602) Road is an unimproved dirt road, a short-cut. Concrete Culvert 4 feet long. One-way. 10 tons.
- 17.1 Wooden bridge, 75 feet long, 2-spans, one-way, 10 tons, over Trois Rivières.
- 18.0 Road intersection. Road to left is terminus of short-cut road at 16.4.
- 19.0 Gros Morne: (See Section 602)
- 19.1 Road intersection. Road to right to Pilate and Plaisance, of improved dirt construction, but owing to steep grades is very dangerous for motor traffic. Road to Port de Paix turns 90 degrees to left at this point.

THE GONAIVES - PORT DE PAIX AUTOMOBILE ROAD (CONTINUED)Miles from Gonaives: (Con't.)

- 19.3 Church to right of road.
19.4 Garde Caserne (Gros Morne)
19.6 Public Market to left. Service d'Hygiene Building to left.
Buildings of plastered frame construction 10 feet x 8 feet.
19.9 Ford: Mancel River. Deep cuts both sides, and steep approaches. Difficult in wet weather.
20.0 Cemetery to right of road, 100 feet distant.
20.5 Sugar mill to right. Trois Rivières to left.
20.8 Wooden culvert. One-way. 8 tons.
21.8 Ford. Near approach, steep and difficult in wet weather.
Far approach easy.
23.5 Road crosses rich valley, soil fertile and under cultivation
24.1 Concrete culvert, over small stream. One-way. 10 tons.
24.2 Concrete culvert, over small stream. One-way. 10 tons.
24.9 Steep descent to ford. Very dangerous and difficult in wet weather.
25.0 Ford: River.
26.0 Concrete bridge over deep ravine, 10 feet long, both approaches very steep. One-way. 20 tons.
26.7 Steep descent, bad when wet.
26.9 Ford. Small stream.
28.8 Ford. Small stream.
29.2 Wooden culvert. One-way. 8 tons.
29.3 Wooden culvert. One-way. 8 tons.
29.7 Trois Rivières parallels road. To the left.
32.3 Road intersection. Unimproved road to left to Bassin Eleu.
(See Section 602)
32.7 Short road to left to Garde Caserne (Bassin Eleu), about 200 feet. Village of Bassin Bleu to left beyond Garde Caserne. The Trois Rivières parallels the road from this point to Port de Paix. The road from this point to Port de Paix is a series of steep ascent and descents, and due to sharp drops alongside the road is very dangerous in wet weather, and the maximum speed at such times should not exceed 25 miles per hour.
34.8 Ford: Riviere LaPlatte: Both approaches very steep.
35.1 Wooden culvert over ravine. One-way. 8 tons. Road intersection. Unimproved dirt road to right leads to Village of La Platte.
35.4 Ford: Far approach very steep. Bad when wet.
35.8 For deep cut in hill. Both approaches steep and banks both side of road very steep.
36.1 Wooden culvert. One-way. 8 tons.
36.4 Road cut out of side of hill. Valley to left for .1 mile.
36.9 Wooden culvert over ravine. One-way. 8 tons.
37.0 Wooden culvert. One-way. 8 tons.
38.7 Wooden culvert. One-way. 8 tons.
39.0 Wooden culvert. One-way. 8 tons.

THE GONAIVES - PORT DE PAIX AUTOMOBILE ROAD (CONTINUED)Miles from Gonaives: (Con't.)

39.1 Wooden Culvert. One-way. 8 tons.
40.0 Stone culvert. One-way. 10 tons.
40.5 Wooden culvert. One-way. 8 tons.
41.9 Church to right of road. Village of Chappelle. Road runs level for short distance.
42.8 Ford. Small stream. Road cut in side of hill, ascending.
43.8 Road now level.
43.9 Ford: Small stream.
44.3 Five foot concrete bridge over ravine. 90 degree left turn on to bridge and 90 degree left turn off bridge. Very dangerous. One-way. 10 tons.
44.8 Concrete culvert, 6 feet, over deep ravine. One-way. 10 tons.
45.5 Old road to left.
45.8 Service Technique School to right. Frame building 15 feet x 10 feet.
46.9 Unimproved road to left to Trois Rivières.
48.0 Aviation field to left. (See Section 701-400 - Port de Paix
48.8 Aviation field to left. (See Section 701-400 - Port de Paix
48.9 Port de Paix: (See Section 601) Concrete bridge, 6 feet, over dry stream bed. One-way. 10 tons. Road forks, right to Garde Caserne.
49.4 Church to right. 100 feet x 30 feet. Garde Caserne to left.

THE JEREMIE - MORON - CHAMBELLAN ROAD:

General Description:

Importance:

This road connects Jeremie with Moron and the agricultural sections in the valley of the Grand Anse River.

Terrain and its effect on character of road:

The road runs through the valley of the Grand Anse River, and parallel to the general course of the river. It winds in a general SW direction from Jeremie. There is very little gradient. From Jeremie to Monfranc it is very muddy in the rainy season. From Monfranc to Chambellan it is always hard and dry owing to the fact that it is cut out of the side of a rocky hill.

Strategic points and military obstacles:

Two-way road from Jeremie to mile 11.8. From this point to Chambellan it is a one-way road. There is very little rock foundation. During the rainy season it is very muddy and automobiles traverse it with great difficulty. Troops could be marched in column of squads to mile 11.8, from that point in column of twos.

Water, food, fuel and forage:

WATER: Water available in any quantity from the Grand Anse River, which parallels the road.

FOOD: Plantains, rice, beans, and other native products can be purchased from roadside markets in small quantities. Beef is to be had in small quantities.

FUEL: Wood available in unlimited quantity. Charcoal scarce.

FORAGE: Grass is plentiful. Corn is scarce and obtainable only in the months of August and September.

Billets, camp sites and other accommodations:

The three large buildings on the sugar plantation at mile 7.5 can accommodate about 200 men. The chapel, agricultural school and Public Health Dispensary at Monfranc, mile 9.9, can accommodate 250 men. Good camp site in the market place at Monfranc. For accommodations at Moron see monograph of the town, Section 600; the market place in Moron is a good camp site, also a good camp site at the Chambellan market place. Numerous camp sites all along the route.

Comparison with other routes between the two points:

There are no other routes between the two points.

Telephone and telegraph:

One wire telephone line from Jeremie to Moron. Strung on native wooden poles, averaging 6" in diameter, about 150' apart.

THE JEREMIE - MORON - CHAMBELLAN ROAD:--CON'T..Detailed Description:Miles from Jeremie..

- 0.0 Jeremie: (See Section 600 in monograph for description) Road leaves city in SE direction, following Cayes-Jeremie Road.
- 1.3 Road junction: Road bears R. Road to L to Cayes.
- 6.5 Ford. Ravine Blanche: Small stream, water at all times.
- 7.5 Sugar Mill.
- 8.7 Ford. Tessier: Small stream, water at all times.
- 9.9 Ford. River Boubez: Trail to NW. River impassable in rainy season.
- 10.3 Monfranc: Market place to R.
- 10.6 Chapel on L.
- 11.8 Road narrows to one-way road.
- 12.1 Spring Fondeline: Small amount of water crosses road.
- 13.0 Ravine Grandole: Water after rain.
- 13.7 Moron: Ravine Derouge: Dry. Water in rainy season.
- 14.9 Spring Abricots: Small amount of water crosses road.
- 16.2 Ford. Moriere River: Very little water.
- 17.4 Spring Bounsandia: Limits of Jeremie-Dame Marie.
- 18.6 Ravine Dejean: Dry. Water in rainy season.
- 21.1 Ravine Arize: Water only in rainy season. Small wooden bridge unfit for use of automobiles.
- 22.5 Chambellan: Elevation, 361'. From Ravine Arize to Chambellan, a distance of 1.2 miles must be covered on foot or animal, due to condition of bridge. There is a small market place and about 5 native houses in Chambellan.

LIMBE-BAYEUX ROAD: (Source: Report 1 July, 1932)
10.6 Mile

General Description:

Importance:

This road is the main route of egress for the people residing in Port Margot, Bayeux and the Borgne areas.

Terrain and its effect on character of road:

This road is usually in very poor condition, and frequently closed to automobile traffic. Upon leaving Limbe, it passes through flat country, cut by many small streams, over a pass of some 500 feet elevation, down a river valley through the town of Port Margot, and finally ends on the seacoast at Baveux, in the middle of a small coastal plain. In its descent of the river valley it crosses the river 4 times.

Strategic points and military obstacles:

The main feature from a military standpoint is the grade 2.5 miles west of Limbe. It is about .5 mile in length, with a gradient that exceeds 10% on the east side, and 20% on the west side. It is narrow and deeply rutted by rains. For about .6 mile on each side of the grade, the road passes through canyons with narrow walls, which are overgrown with tropical undergrowth. The Port Margot River, between the grade and the Bayeux, is at times impassable, but the water rises and falls rapidly, and the river itself does not offer a serious problem, but mud holes in several places along the road render it impassable on many occasions during the rainy season.

Kind of traffic to which the route is adapted:

Automobiles may pass over this road during the dry season, but at other times it is passable only to foot and animal traffic.

Water, fuel, food and forage:

WATER: Water is abundant and of good quality.

FUEL: Wood abundant. Charcoal is obtainable in small quantities at Limbe and Port Margot.

FOOD: Beef, goats and poultry abundant, but pork is eliminated by Medical Officers. Plantains, yams, corn and bananas are obtainable in fair quantities. Coffee is procurable in this region.

FORAGE: Grass is abundant. Corn is obtainable in limited quantities.

Billets, camp sites and other accommodations:

Limbe and Port Margot offer billets for a considerable number of troops in churches, residences, schools and Garde Barracks. Camp sites are available at many places, after entering the Port Margot Valley. The old sugar factory at Baveux offers accommodations for several hundred men.

LIMBE-BAYEUX ROAD: CON'T.General Description, Con't.Other routes:

There is a narrow, rough back trail from Limbe to Bayeux, but this is seldom used even by natives.

Telephone and telegraph:

A very unstable telegraph and telephone line runs from Limbe through Port Margot to Le Borgne. It is a single wire line, strung on poles cut locally, and frequently out of order.

Detailed Description:Miles from Limbe:

- 2.5 From Limbe to the grade, about 2.5 miles distant, the road runs due West. It rises slightly for its entire length, and is cut by several small streams. The road is unimproved, and the mud becomes so deep in wet weather that vehicles cannot pass. For description of grade, see "Obstacles".
- 5.6 Port Margot: After passing the grade the road turns north and follows the Port Margot River Valley. At 3.7 miles from Limbe it crosses the river, and at this point, a trail to Petite Bourg Margot, turns off to the west. The road to Petite Bourg Margot is .6 mile long. From this point, the road passes through a thickly settled rural section, with mountains bordering the road on both sides at a distance averaging 260 yards. The road again crosses the river just prior to entering the town of Port Margot. The Place d'Armes in Port Margot is an excellent camp site, about 400 yards by 75 yards.
- 10.6 Bayeux: From Port Margot to Bayeux, the valley opens out to such extent that the mountains are no longer a military factor. The country is largely cleared for cultivation and open fields on all sides afford excellent camp sites. The road crosses the river .6 mile from Port Margot, and again 3.7 miles from that town. The road is lined with underbrush too dense to permit observation. This section of the road is made up principally of long straight sections. The road ends at Bayeux, and a trail leads from there to Borgna, which is situated on the coast 8 miles to the west.

PLAISANCE - PILATE ROAD:

10.6 Miles

General Description:Importance:

It is a mistake to call this route a road. For a very short time out of each year, automobiles are able to pass, but any rain at all will put the road out of commission. Pilate is a large coffee and rice section, and these commodities are shipped by road either to Plaisance or Gros Morne.

Terrain and its effect on the character of the road:

For its entire length this road follows the Trois Rivières Valley. It is a continual succession of river crossings, with high abrupt mountain walls on either side, and two grades, one about half-way, which is very steep and short, and which is long and gentle, and slopes up into Plaisance.

Strategic points and military obstacles:

The entire road is a huge military obstacle. Each river crossing, of which there are 15, offers a strategic point which is intensified by the hills and brush on either side.

Kind of traffic to which the route is adapted:

Automobiles may pass occasionally, but as a rule, this route is open to foot and animal traffic only.

Water, fuel, food and forage:

WATER is abundant and of good quality, but should be boiled.

FUEL: Wood abundant, charcoal available at Plaisance and Pilate.

FOOD: Beef, yams, plantains, rice, corn, coffee, bananas and oranges are abundant.

FORAGE: Grass and corn in good quantity.

Billets, camp sites and other accommodations:

Plaisance and Pilate offer billets in churches, residences, schools and Garde Barracks. Camp sites for small detachments are available at many places along the route.

Other routes: None.Telephone and telegraph:

A telephone and telegraph line runs from Plaisance to Pilate. It is a single wire line, strung on poles cut locally, and maintained by the Travaux Publics.

Detailed Description: To Pilate 10.6 miles. Upon leaving Plaisance, the road leads down a gentle grade to the river, and then on it follows the river, first on one side, then on the other. There are no permanent fords on the river. After each rain the banks must be cut down to permit crossing except for pedestrians.

PORT AU PRINCE - CAPE HAITIAN AUTOMOBILE ROAD:General Description:Importance:

This road is the main automobile road connecting Port au Prince, St-Marc, Gonaives and Cape Haitian. It is an improved automobile road, gravel surfaced and passable at all seasons of the year, although at times due to heavy rains traffic becomes difficult. Practically all traffic to the North and West passes over this road.

Terrain and its effect on character of road:

The road Port au Prince, going north thru the lower Cul de Sac Plain. In general the land is low and cultivated either in sugar cane, bananas or native produces to the limit of the Department Boundary. The road passes near or along the seacoast for a number of miles there are a few hills to the west of the road; that position could be consolidated to command the road. In general through to the Department boundary there are no hills or obstacles worth mentioning.

Strategic points and military obstacles:

From a point 10.5 miles out of Port au Prince to the Plain of Arcahaie this road is dominated by hills and mountains to the right of the road. This condition also applies to the section of the road from the north side of the Plain of Arcahaie to the Department Boundary at Mont Rouis.

Kind of traffic to which the route is adapted:

The road is a two-way automobile road and will handle wheeled vehicles of all kinds. It is surfaced with gravel on a rock foundation.

Water, fuel, food and forage:

WATER: Water is scarce, but may be obtained from the stream and from wells at the inhabitations. Water must always be boiled.

FUEL: Fuel is plentiful in all seasons.

FOOD: Native produce, although not in large quantities.

FORAGE: Native grass is plentiful.

Billets, camp sites and other accommodations:

There is no usable water after passing the Cul de Sac River, 5 miles out of Port au Prince, until arriving at Source Matalas at mile 17.0. There are good camp sites at Cabaret, mile 20.8, Arcahaie mile 28.2, and at Mont-Rouis mile 46.9.

Telephone and telegraph:

Telephone line runs parallel to the road, but leaves the road at places for short distances cutting cross-country. Always near enough for emergency tapping.

PORT AU PRINCE - CAPE HAITIAN AUTOMOBILE ROAD: CON'T.Detailed Description:Miles from Port au Prince:

- 0.0 Gare du Nord. Station of PCS Railroad in Port au Prince. Tracks and yards on left of street.
- 0.6 USMC Aviation Field and Motor Transport Park on right.
- 0.9 Road to left to Garde d'Haiti Rifle Range.
- 1.0 Concrete Arch. Haitian-American Co's Plant and Offices.
- 2.9 Daseo Distillery.
- 3.0 Garde Station - Cazeau. (See monograph)
- 4.4 Damien on L. Agricultural College and Experiment Station. Large Concrete building. Iron fence set in concrete base.
- 4.7 Turn left. (Habitation)
- 4.9 Steel bridge over Cul de Sac River, 100 feet long.
- 7.1 Cross roads. Turn Left. Road to Right to Hinche.
- 7.4 Road forks. Turn L to Cape Haitian. Straight ahead to Post Lathan.
- 10.0 RR Crossing. Port au Prince-St Marc Branch Canal to Left of road. Water impotable, full of sulphur.
- 10.9 RR Crossing. Fill over marsh. Foot of hills. Good position to R. commands road. RR on left of road.
- 12.0 Sulphur baths.
- 12.8 Sea to L of road, cut to R.
- 12.9 RR Crossing. Project of new road direct. Cut off that eliminate many curves and shortens distance.
- 14.0 RR Crossing.
- 16.6 Habitation.
- 17.0 RR Crossing, Water tank.
- 17.2 Source Matelas. Sea to L of road. Sea is on L for some distance
- 17.5 RR Crossing - Cut.
- 18.8 RR Crossing.
- 19.4 Knoll - Cut.
- 19.6 Wooden bridge.
- 19.8 Habitation "Prince" distillery of tafia and rum. Stone canals six feet high. Good position for defense. Resembles wall of and old fort.
- 20.8 Cabaret: (See Section 600, Cities and Towns, in Monograph)
Road to right leads to Butalle and Grangers. Beginning of Plain of Arcahaie.
- 21.3 Bridge - 20 tons - small river.
- 25.7 Turn left. Project for new road leads straight ahead. This will eliminate many curves and shorten the distance.
- 26.0 RR Crossing.
- 27.2 Concrete bridge. 35 feet long over River Cazalle.
- 28.2 Arcahaie: (See Section 600, Cities and Towns, in monograph)
Road leads North to La Disque, 8.1 miles, then leads to and joins main trail leading NE to Coupau, Marche Disanes and Verrettes and SE to La Chappelle in the Artibonite Valley.

PORT AU PRINCE - CAPE HAITIAN AUTOMOBILE ROAD: CON'T.Detailed Description: Con't.Miles from Port au Prince: Con't.

- 28.8 Turn right for road that leads to LaDisque.
30.3 Stone wall, old aqueduct to right. Habitation.
30.6 Culvert, 20 tons.
31.0 Railroad Crossing. Concrete loading platform. Habitation.
32.1 Ford. River Matheux. This river is at times impassable.
32.6 Cemetary to left.
32.9 Habitation. Houses on both sides of the road. This section is thickly populated.
34.5 Road to left to Luly. Luly is one mile from road. Railroad station, siding. (See description)
34.8 Entrance of straight road project shown south of Arcahaie.
38.3 Dry stream bed. This is impassable after rains in mountains. Temporary.
38.9 RR Crossing. Sea on left.
39.5 RR Crossing. Sea on left.
39.8 Dry stream bed. This is impassable after heavy rains in the mountains.
41.4 Hill, steep embankment to sea.
42.0 RR Crossing. Sea to left.
42.6 RR Crossing.
42.8 Hill, RR Crossing, sea to left.
43.2 RR Crossing. Road is very narrow.
44.0 RR Crossing. Sea to left.
44.4 RR Crossing.
44.5 RR Crossing.
44.8 RR Crossing, road leaves sea coast.
46.9 Steel and concrete bridge, span of 50 feet over River Mont-Rouis. Village of Mont-Rouis. Department boundary. Department of Port au Prince and Department of the West.

THE PORT AU PRINCE - GANTHIER - FOND PARISIEN ROAD:
28.4 Miles

General Description:

Importance:

This road passes through the Plain of the Cul de Sac, and large sugar cane fields of the Haitian - American Sugar Corporation to the desert villages of Ganthier and Fond Parisien. Fond Parisien is but one mile west of the Dominican Border. This road would be used to transport troops in case of trouble at the border in this section.

Terrain and its effect on the character of the road:

After leaving the Port au Prince - Cape Haitian Road at Cas-zeau, this road leads practically due east through the Plain of the Cul de Sac, a thickly populated area and the majority of the inhabitants working for the Haitian - American Sugar Corporation or the various small sugar cane growers in the section. From Croix des Bouquets the road passes through the Grand Plaine, gradually obtaining elevation and the country becomes less densely populated and more barren in appearance until it finally resembles southern Arizona in appearance.

Strategic Points:

Croix des Bouquets is the best base for points east beyond the Cul de Sac; Ganthier for the area covered by the Grande Plaine.

Kind of Traffic to which the road is adapted:

The road is suitable for motor traffic as far as Fond Parisien. The only obstacle is the crossing of the Cul de Sac River after heavy rains, when the river is out of its banks.

Water, fuel, forage and food:

WATER is plentiful along the road as far as Ganthier, but from that point to Fond Parisien it is very scarce. All water must be boiled before drinking.

FUEL: Wood for fuel is plentiful.

FORAGE: Grass, cane leaves and corn fodder are ample.

FOOD: Tropical fruits and vegetables are obtainable in fair quantity as far as Ganthier, but are somewhat scarce beyond that point. Large bodies of troops would have to transport their own supplies.

Billets and camp sites:

With the exception of billets for a small number of men at Croix des Bouquets, there are practically none available. Many camp sites for small patrols are to be found along the road. Permanent base could be established at Croix des Bouquets, from which small patrols could operate.

THE PORT AU PRINCE - GANTHIER - FOND PARISIEN ROAD: (CONTINUED)Comparison with other routes between the two points:

This is by far the best route between the two points. Other routes consist of trails suitable for only animal or pedestrian traffic and are impassable in wet weather.

Telephone and telegraph lines:

There is a one-strand telephone line as far as Ganthier only.

Detailed Description:

- 0.0 Care du Nord in Port au Prince.
- 5.8 Cazeau: Turn right by Garde Outpost Station, cross railroad tracks.
- 6.5 Railroad crossing. Railroad now on right of road and one-strand telephone line on each side of road. The one line leads to Brignac Plantation, the other to Ganthier.
- 6.8 Railroad spur and gravel road leading to Brignac Plantation, one mile distant.
- 7.0 Small canal, running water.
- 7.4 Steel railroad bridge 150' feet long, over River Grise. Ford for automobiles, which is impassable after heavy rains. Boundary between the Districts of Caserne Dartiguenave and Petionville.
- 8.0 Railroad switch leading to the left.
- 8.6 Water tank and switch.
- 8.8 Croix des Bouquets: (See description, Section 602) Fork of roads at market. Road to left leads to town of Croix des Bouquets, one-fourth mile distant and road to right leads to Ganthier. Fond Parisien and the Dominican Border.
- 9.0 Four corners: Sharp left to Croix des Bouquets, straight ahead to Ganthier and right to Bassin Generals.
- 9.8 Canal, concrete lined.
- 11.1 Cross road, right fork leads to small sugar mill.
- 12.0 Bassin Generale: 500 yards to the right. This is a large concrete reservoir, through which the River Grise flows. Holds storage water for irrigation during the dry season.
- 12.3 Concrete canal to left of road.
- 13.3 Canal intersection and crosses road. Concrete cutout.
- 14.2 Curve left. Bull cart road leads right into mountains.
- 14.4 Bull cart road leads left.
- 14.7 Rural School (Service Technique). Two schoolhouses. Small habitation surrounding.
- 14.9 Canal distributing point (concrete). Water flows into various smaller canals.
- 15.1 Road to right leads to Riviere Blanche. Distance 2 miles.
- 15.7 Improved concrete culvert with brick sides over Riviere Blanche.
- 16.1 Right turn to Ganthier. Bad road straight ahead to Thomazeau Graveyard on left of road.

THE PORT AU PRINCE - GANTHIER - FOND PARISIEN ROAD: (CONTINUED)Detailed Description: (Continued)

- 16.5 Bull cart road leads to Petionville. Take left turn to Ganthier.
- 17.2 Road to left leading to bull cart road leading to Thomazeau.
- 21.0 Ganthier: (See Description, Section 602). Leads straight thru town to Fond Parisien. The country is now barren and rocky. Very few rains in this section. Vegetation is scarce, mostly mesquite and cactus all the way to Fond Parisien. Rather rolling country, with visibility good for great distances.
- 28.4 Fond Parisien: (See description, Section 602). Road through town leads to Fond Verrettes. Impassable to motor traffic. This road passes over high mountain range to the Fond Verrettes Plateau.

THE PORT AU PRINCE - GONAIVES - CAPE HAITIAN ROAD:
108.5 Miles

Source of Information: Reconnaissance Report 28 September, 1932

General Description:

Importance:

This highway connects Port au Prince, the capital of the Republic, with St-Marc, Gonaives and Cape Haitian. It is the only highway between these points, and is the main source of communication between the West and North coasts of Haiti. Another advantageous feature of this road is that between Port au Prince and Gonaives it traverses fairly level country, thus making communications rapid and easy.

Terrain and its effect on character of road:

Leaving Port au Prince the road runs in a generally northeast direction for about four miles. The road then runs in a generally northwest direction to St-Marc, a distance of 60 miles from Port au Prince. From St-Marc the road runs in a generally easterly direction for 18 miles, then in a northerly direction to Gonaives.

For about 10 miles after leaving Port au Prince the road runs through a very fertile plain. From this point the country is dry and covered with brush and affords numerous opportunities for ambushes. This condition extends for about 9 miles, then the country is again fertile and under cultivation. From a point about 10 miles from Port au Prince the road runs along a plain with mountains about 1,000 yds to the right of the road, and the ocean to the left at distances varying from a few yards to half a mile. Fifty two miles from Port au Prince the road runs for about a mile through swamp lands. Due to the nature of the land on both sides of the road and the hills at the right, care should be exercised when proceeding along this section of the road.

From St-Marc the road passes through dry, rolling country for a distance of about 8 miles. Then the road runs through low fertile country with the Artibonite River on the right. There are dykes along this river and in case of necessity, much of the surrounding country could be flooded by breaking these dykes.

At 78.1, the road turns to the left, away from the Artibonite River. The surrounding country is cultivated and is fertile; cultivation to a point within 8 miles of Gonaives. From Miles 100.8 to Gonaives the country is dry and covered with brush and cactus.

Strategic points and military obstacles:

The road is free from command by higher ground for its entire length with few exceptions. At 34.5 miles from Port au Prince, the road makes an ascent and the mountains which are on the right at varying long ranges are but 100 yards distant to the right of the road. At Miles 52.4 the road passes through country that has brush covered hills on the right and marsh land to the left.

THE PORT AU PRINCE - GONAIVES - CAPE HAITIAN ROAD: (CONTINUED)

At miles 52.6, marsh lands are on both sides of the road.

At miles 57.4, there is a ford over a stream, which is bad in wet weather.

From miles 69.2 to 78.1 the road runs along the Artibonite River. The breaking of the dikes along this section of the road would seriously impede the progress of a column.

At miles 89.2 the road runs through country that is hilly to the right and marshy to the left.

From miles 100.8 to Gonaives the road traverses dry and desert country covered with brush and cactus.

Kind of traffic to which route is adapted:

The road is an automobile road and is adapted to all types of traffic. The road is passable at all seasons. There are numerous bridges along the route, but all can carry five tons with a reasonable factor of safety. With one exception all fords can be negotiated in wet weather, with little difficulty. The road is dirt, with a surface of gravel, two-way, and suitable for marching troops in a column of squads.

Water, fuel, food and forage:

WATER: Water can be obtained from the numerous streams. DO NOT USE water at Sulphur Springs at Miles 12.1. Water troops at 100.8 before crossing arid between that point and Gonaives.

FUEL: Wood for fuel is ample along the entire route.

FOOD: While all the country is cultivated, the only food available in quantity is bananas. There is much sugar cane.

FORAGE: Forage is not plentiful, and should be carried. The native flocks seem to thrive on the forage (grass), but corn, oats and other forage should be hauled with the troops.

Billets, camp sites and other accommodations:

At each stream there is a habitation, which could easily be taken over by the troops, and due to their being clustered around water, troops could be billeted in small area and kept together.

Comparison with other routes between the same points:

This is the only route between Port au Prince, St Marc, Gonaives and Cape Haitien and due to its proximity to the ocean, as far as Gonaives is especially suited for rapid communication. The road as far as St Marc could be easily protected by ships lying off the coast, between the mainland the island of La Gonave.

Telephone and telegraph lines:

From Port au Prince to St Marc there are four telephone and two telegraph wires, strung on concrete poles spaced about 75 feet apart. These lines run parallel to and along the railroad. From St Marc to Gonaives there are 4 telephone wires strung on wooden poles 75 feet apart. This line parallels the road from St Marc to 69.5,

THE PORT AU PRINCE - GONAIVES - CAPE HAITIAN ROAD: (CONTINUED)

where the line leaves the road at an angle of 90 degrees across country, again meeting the road at 97.0 From that point the line parallels the road into Gonaives.

Detailed Description:Miles from Port au Prince:

- 0.0 Care du Nord Station, Port au Prince. Road is improved dirt construction, with graveled surface. Two-way and in excellent state of repair.
- 3.9 Road intersection - straight ahead to Gonaives. Road to right to Croix des Bouquets and Ganthier.
- 4.9 Steel and concrete bridge, 40 feet long, over Cul de Sac River. Two-way. 20 tons; Cemetery to left of road.
- 7.0 Cemetery on left of road. Road intersection. Straight ahead to Gonaives, right to Mirabalais. Town of BON REPOS.
- 7.4 Road intersection, left to St-Marc and Gonaives. Unimproved dirt road straight ahead to old remount station. Surrounding country is level, fertile and under cultivation.
- 9.9 Brick culvert. One-way. 10 tons.
- 10.0 RR crossing. Railroad is single track. Small wooden station to left. Irrigation canal 10' wide to left parallels road for .9 mile.
- 10.9 RR Crossing. RR on left of road. 6 strand telephone line parallels RR track. Telephone poles of concrete, spaced at 75 feet. Wire - Insulated copper.
- 12.1 Sulphur Springs: to left of road. Surrounding country dry, brush-covered and uncultivated.
- 12.8 Road forks. Both roads lead to St. Marc. Left is old road. Right the new road. Old road parallels the ocean, the new road is further inland and cuts off about 4 miles. Roads run parallel for .6 mile at an interval of about 50 feet. RR track between the two roads. Ocean to left.
- 13.7 Cut in hill. Both approaches fairly steep. Scrub growth both sides of road. No cultivation. Hills to right about 500 yard
- 16.9 Small habitation.
- 19.1 Country rolling, sandy and dry. Brush both sides of road.
- 19.9 Ford. Stream 10' wide. Good flow of water. Excellent watering point.
- 20.1 Wooden culvert. One-way. 8 tons. Small habitation.
- 20.5 Cabaret: Intersection of old and new roads. Garde Caserne to left. Service d'Hygiene Building, 10 feet x 8 feet to right. (For description see Section 601)
- 21.2 Steel bridge, 15' long, wooden side rails, over stream. One-way. 20 tons.
- 21.6 Small habitation.
- 22.2 Cane mill, 500 yards to right of road. Country level, fertile and under cultivation.
- 22.5 School. Frame building. 15' x 10' to right of road. Wooden bridge 10' long. One-way, over stream. 10 tons.

THE PORT AU PRINCE - GONAIVES - CAPE HAITIAN ROAD: (CONTINUED)

Miles from Port au Prince: (Continued)

23.0	Ocean to left. 1000 yards.
23.5	Concrete culvert over dry stream bed. One-way. 10 tons.
25.6	Road intersection. Left to St-Marc and Gonaives, right to small habitation.
25.9	RR Crossing. Single track. RR to right of road (All RR directions are made facing St-Marc)
26.3	Sugar mill, 500 yards to right. Much cane, some corn.
27.1	Concrete bridge, 20 feet long over stream. One-way. 20 tons. Habitations both sides of bridge.
28.0	<u>Arcahaie</u> : For complete description see Section 601.
28.1	Market place, 100 feet to right of road.
28.2	Road turns 90 degrees to right.
28.3	Road turns left, then bends to right.
28.6	Road intersection. Left to St-Marc, right to LaPique. Habitations both sides of road.
29.3	Small cemetery, right of road.
29.9	Stone wall, 5' high to right of road. In poor condition.
30.3	Small concrete bridge, 10' long, over stream. 2-way. 10 tons.
30.6	Small habitation.
30.8	RR Crossing. Single track. 50' spur to right of road crossing. RR to left of road.
31.9	Ford. Stream 20 feet wide. Little water.
32.3	Cemetery. Left of road.
32.7	Small habitation, right of road.
33.2	Small habitation.
33.6	Brick church, left of road.
34.4	Road intersection. Straight ahead to St-Marc, left to Luly.
34.5	Road ascends for .3 mile. No telephones or wires along road. Telephone lines follow Railroad. Mountains 100 yards to right of road. Very fertile lowlands.
36.9	Numerous curves. Heavy brush. Good ambush. No cultivation.
38.5	Cross dry stream bed for about 40 yards. No water.
39.1	RR Crossing. Single track. Land open to sea on left. RR to right of road. Heavy brush to right.
39.7	RR Crossing. RR track to left of road.
40.0	Small ford.
40.4	Road cut out of side of hill. Hill to right.
41.2	RR parallels road for .3 mile.
42.3	RR Crossing. RR to right of road.
42.9	RR Crossing. RR to left of road.
43.1	RR Crossing. RR to right of road.
43.6	RR Crossing. RR to left of road.
44.4	RR Crossing. RR to right of road.
44.7	RR Crossing. RR to left of road.
44.8	RR Crossing. RR to right of road.
45.1	RR Crossing. RR to left of road.
46.7	Small habitation to right of road.

THE PORT AU PRINCE - GONAIVES - CAPE HAITIAN ROAD: (CONTINUED)Miles from Port au Prince: (Continued)

- 47.1 River Mont-Rouis. Wooden bridge 50 feet long. One-way. 10 tons.
47.3 Village of Mont-Rouis (no importance).
48.2 Small habitation.
49.0 Concrete bridge over small stream, 10' long. One-way. 10 tons.
49.1 Small habitation.
49.2 Surrounding country fertile and cultivated.
50.1 Concrete culvert over small stream. 6' long. One-way. 10 tons.
51.2 Small habitation.
51.3 Concrete bridge over small stream 10' long. One-way. 10 tons.
52.4 Swampy land to left of road. Road commanded by brush covered hills to right.
52.6 Swampy land both sides of road.
52.9 Concrete culvert, 5' long, over ravine. One-way. 10 tons.
53.1 Concrete bridge 10' long, over small stream. One-way. 10 tons.
53.5 Wooden bridge over small stream. One-way. 8 tons. Brush at both sides of road.
53.9 Concrete bridge 10' long, over small stream. One-way. 10 tons.
54.2 Concrete bridge over ditch, 8' long. One-way. 10 tons.
54.3 Deep canal to right of road.
54.4 Small habitation to right of road. Hills both sides of road, 300 yards distant.
54.7 Concrete culvert, 10' long, over small stream. 1-way. 10 tons.
55.2 Broad valley. Some cultivation.
55.9 Broad valley. No cultivation.
57.1 Concrete bridge, 12' long, over stream. 1-way. 10 tons.
57.4 Ford. Bad in wet weather.
58.2 Road in cut. Good ambush.
58.4 RR Shops to left of road. Large factory to left of road.
Concrete bridge, 20 feet long, over stream. 1-way. 10 tons.
58.6 Small habitation.
58.7 RR Crossing. RR on right of road.
59.4 Road parallels shore line of ocean. Entering St-Marc.
59.9 RR Crossing. RR to left of road. Stone fence, 5' high and large cemetery to right of road.
60.0 Market on right of road.
60.3 Customs House left of road.
60.9 ST-MARC: Garde Caserne. (For description see Section 601)
61.6 Outskirts of St-Marc. RR to left of road.
62.6 Concrete bridge 5' long, over ravine. One-way. 10 tons.
62.8 Concrete culvert. One-way. 10 tons. Heavy brush. Good cover.
63.6 Brick and concrete bridge, 10' long, over small stream, two-way. 10 tons.
64.1 Underpass. 10' long under RR. Side walls concrete. RR to R.
64.3 Road in deep cut.
64.9 Road intersection. Road right to Gonaives, left to Grande Saline.
67.3 Wooden bridge, 10' long, over small stream. 1-way. 8 tons.

THE PORT AU PRINCE - GONAIVES - CAPE HAITIAN ROAD: (CONTINUED)Miles from Port au Prince: (Continued)

- 67.4 Town of Pont Soude.
67.9 Brick warehouse, two-story, 608 x 40'. Left of road.
68.3 Small Service d'Hygiene Building, 10 x 8', frame construction, right of road.
68.4 Steel bridge, 150' long, over Artibonite River, wooden flooring. Two-way. 20 tons. Four strand telephone line parallels road. Wires strung on wooden poles 75' apart. Wire-insulated copper. Soil very rich, and heavily cultivated.
69.2 Artibonite River to right of road.
69.5 Telephone line leaves road at 90 degree angle.
73.0 Artibonite River to right of road.
74.3 River dykes to right, swampy land to left.
77.1 Road leaves Artibonite River. Road intersection; Road to right to Gonaives. Road to left, unimproved dirt road to Boudet.
78.1 Road intersection. Road to left to Gonaives, left to Petite Riviere.
79.7 Small habitation.
80.3 Concrete bridge, 15' long over Riviere de l'Estere. 1-way, 10 tons.
82.2 Wooden bridge 8' long, over small stream. 1-way. 8 tons.
85.6 Both sides of road marshy.
85.7 Small habitation.
86.3 Small wooden culvert.
86.4 Wooden bridge 12' long, over small stream. 1-way, 8 tons.
86.9 Wooden culvert.
87.1 Two school buildings, 12 x 12'. Frame construction.
87.4 Road intersection. Straight ahead to Gonaives, right 1 mile to Dessalines.
87.8 Mountain to right of road. Ruins of three old forts on mountain side. Visible from road.
89.0 Small habitation.
89.2 Terrain to left of road marshy. Riviere l'Estere to left.
89.9 Small habitation.
90.5 Riviere l'Estere to left of road.
93.1 Boundary line Sub-Districts of St-Marc and Gonaives.
94.7 Road intersection. Right to Gonaives. Road to left leads to Pont de l'Estere (Estere Bridge), is a short cut, but passable only in dry weather.
95.0 Pack trail to left. Short cut to Gonaives.
96.4 Small stream to right of road.
96.9 Sharp right turn. Foot trail to left to Pont l'Estere.
97.0 Telephone line parallels road.
99.4 Concrete bridge, 6' long over ravine. one-way. 10 tons.
100.1 Concrete culvert over dry stream bed. One-way. 10 tons.
100.8 Concrete culvert. One-way. 10 tons. Desert land. Flat, dry and covered with cactus and brush. Water troops and animals before crossing.

THE PORT AU PRINCE - GONAIVES - CAPE HAITIAN ROAD: (CONTINUED)Miles from Port au Prince: (Continued)

- 104.8 Small cemetery to right of road.
106.3 Steel and concrete bridge, 20' long, over Riviere la Quinte. One-way. 20 tons.
106.4 Frame school building to left of road.
107.3 Road forks. Right leads to north side of Gonaives, where it intersects the road to Cape Haitian. Left fork leads into Gonaives.
108.5 GONAIVES: Garde Caserne.

FOR GENERAL DESCRIPTION OF THIS ROAD FROM THIS POINT TO SUMMIT OF MORNE PUILBOREAU, SEE SECTION 702-600 (The Gonaives - Ennery - Plaisance - Cape Haitian Road).

- 108.5 Garde Caserne: Gonaives.
109.7 Road intersection. Left to Ennery, right to Petite Riviere du Bayonnaise.
110.2 Road intersection at north of town. Left to Terre Neuve, right to Ennery.
110.7 Concrete bridge 8' long, over small stream. 2-way. 10 tons.
111.2 Concrete bridge 8' long, over small stream. 2-way. 10 tons.
112.0 Road forks. Left to Port de Paix, right to Ennery.
113.4 Concrete bridge 75 feet long over Riviere la Quinte. 1-way. 20 tons.
113.5 Large tree with canal and spring to left of road.
114.1 Culvert over irrigation ditch.
114.6 Small habitation, left of road.
115.0 Service Technique School. Frame building. Village of Les Poteaux.
115.1 Stone church left of road. Irrigation ditch crosses road. Three strand telephone line parallels road. Wooden poles, spaced 75 feet. Wire is insulated copper.
116.0 Road begins gradual ascent.
117.2 Road in cut. Gradual descent.
117.2 Descent ends. Road through level fertile valley.
117.8 Concrete culvert. Two-way.
118.4 Steep hills to right of road, River Ennery to left.
120.3 Small habitation, left of road.
121.2 Steep hill to right of road. River on left.
122.6 High precipice to right of road for .3 mile.
123.0 Small concrete culvert.
123.1 Wooden bridge, 12' long over stream. One-way. 8 tons.
124.6 Precipice overlooks road on right.
126.0 Steel and concrete bridge, 50' long over Ennery River. one-way. 20 tons.
126.8 ENNERY: Road intersection. Left to Cape Haitian, right to St-Michel and Hinche. (For description see Section 602)
126.9 Service Technique School right of road. Begin climb of

THE PORT AU PRINCE - GONAIVES - CAPE HAITIAN ROAD: (CONTINUED)Miles from Port au Prince: (Continued)

- 126.9 Puilboreau Mountain. Steep ascent. Two-way, but narrow.
Con't. Valley to right. Many curves all the way to summit of mountain. Three strand telephone line parallels road. Wooden poles 75 feet apart.
133.0 Summit of Puilboreau Mountain. Boundary of the Department of the North.

FOR DETAILED DESCRIPTION AND GENERAL DESCRIPTION OF THIS SECTION OF THE ROAD, SEE SECTION 702-600 (The Cape Haitian - Gonaives Auto Road)

- 133.0 Summit of Morne Puilboreau. Begin Descent.
137.3 Plaisance (For Description see Section 602)
143.0 Summit of Plaisance Mountain.
145.4 Camp Coq.
151.6 Limbe River.
153.5 Limbe Grade.
156.0 Limbe Mountain.
158.5 Cocra Mountain.
162.8 Haut-du-Cap.
165.3 Cape Haitian: (For description see Section 601)

THE PORT AU PRINCE - HINCHE AUTOMOBILE ROAD:
18.5 Miles

General Description:

Importance:

This road is the main route connecting Port au Prince with the cities and towns in the central interior of the Republic. It is a two-way automobile road open to traffic all seasons of the year.

Terrain and its effect on character of road:

This road leaves Port au Prince via the same route as the Cape Haitian Road and turns off this route at a point seven miles from Port au Prince. Passing in a general northeast direction across the Plain of the Cul de Sac for a distance of sixteen miles, then passes into the mountains of the Morne a Cabrits and du Trou d'Eau. The climb is very steep and requires that trucks be loaded and done so carefully, and that brakes are in very good condition. Passing over the Morne a Cabrit to the Department boundary the road is cut in the mountain side; dangerous precipices to the right of the road.

Strategic points and military obstacles:

This road after crossing the Plain of Cul de Sac goes up over Morne a Cabrits which is a very steep climb. Brakes of all motor vehicles should be in excellent condition, and care exercised not to overload vehicles passing over this road. In going up this mountain there are several very short turns with dangerous precipices on the right.

Kind of traffic to which the route is adapted:

This road is open to all kinds of motor traffic. It is passable at all seasons of the year. The road is made of gravel with a rock foundation.

Water, fuel, food and forage:

WATER: Water is available from wells in habitations. It must be well boiled before using.

FUEL: There is ample fuel at all times.

FOOD: There is native produce, but not in large quantities.

FORAGE: There is ample native grass available.

Billets, camp sites and other accommodations:

There is a good camp site at Pont Beucet, 10.6 miles out of Port au Prince; this site has the last usable water until after the crest of the mountain range is crossed into the Department of the Center.

THE PORT AU PRINCE - HINCHE AUTOMOBILE ROAD: CON'T.General Description; Con't.Telegraph and telephone:

A telephone line runs generally parallel to the road and is available to be tapped. It has two wires as far as Croix des Missions there are line branches, one leads to Hinche, the other turns off to follow the Croix des Bouquets-Thomazeau Road.

Detailed Description:Miles from Port au Prince:

- 0.0 Gare du Nord - Station of the P.C.S. Railroad in Port au Prince
Tracks and yards to left of street.
- 0.6 U.S.M.C. Aviation Field and Motor Transport Park to right.
- 0.9 RR Crossing.
- 1.0 Concrete arch. Haitian-American Sugar Co., Offices and plant.
(See Industries - Port au Prince, for complete description)
- 2.9 Hasco distillery to left.
- 3.0 Garde Station - Cazeau (See monograph)
- 4.4 Damien to left. Agricultural College and Experiment Station.
Large concrete building - iron fence set in concrete base. (See
description of Damien, Cities and Towns Section 600)
- 4.7 Turn left. (Habitation)
- 4.9 Steel bridge over Cul de Sac River, 100 feet long.
- 7.1 Take Road to right to Hinche.
- 10.6 Pont Beudet: Location of Government Asylum for insane (See
Description) Road to Right to Croix des Bouquets.
- 11.5 RR Crossing. Railroad leads to Cul de Sac and Thomazeau.
- 15.9 Road to R leads to Thomazeau and Glore (Dominican Border) Rough
but always passable.
- 16.1 Begin ascend of hills. Very steep, trucks must be carefully
loaded; in order to make the grade. The road is cut in side
of mountain, very precipitous on right.
- 18.5 Summit of Morne a Cabrit: Elevation approximately 2,000 feet.
Boundary of Departments - Department of Port au Prince and the
Department of the Center.

THE PORT AU PRINCE - JACMEL ROAD:General Description:Importance:

This road connects Port au Prince, the Capitol of the Republic with Jacmel, the third or fourth most important seaport town of the Republic, which is situated on the South Coast. All types of traffic use this road, but the automobile is the most commonly used. It is passable at all seasons, except for the fact that the numerous fords are often impassable for short periods of time after rains. The Government is gradually relocating the road to eliminate many of the smaller fords, and bridging the most dangerous.

Terrain and its effect on the character of the road:

On leaving Port au Prince the road leads West along and very close to the waters edge for a distance of 12.6 miles to Gressier. At Gressier the road enters and subsequently crosses the Leogane Plain. The PCS Railroad tracks parallel the road almost the entire distance, as far as Leogane. The road turns left at Carrefour Fauche, leaving the road that leads to Petit Goave, Miragoans, Aquin and Aux Cayes. The road now leaves the Leogane Plain and enters mountainous country, passing along stream beds, crossing and re-crossing rivers many times climbing all the time until Trouin is reached at an altitude of 1200 feet. The country in this section is totally mountainous. The road at times is narrow and can accommodate only one-way traffic, passing along a mountain with a steep cliff at one side. From Trouin the road gradually descends into the valley of the River Cauche, which it crosses many times, both by ford and bridge.

Strategic points and military obstacles:

The road is commanded by hills to the L, the entire distance from Port au Prince to Carrefour Fauche, and from Carrefour Fauche to Jacmel, hills on both sides of the road dominate. Aerial reconnaissance, supplemented by mounted and foot patrols would be valuable, if not essential to a troop column on this road.

Kind of traffic to which road is adapted:

This road was constructed as an automobile road, though other types of traffic are not restricted. The road is graded and has a rock foundation. Surfaced with gravel. Troops could be marched in column of squads. Two-way auto traffic except in places which are noted in the Detailed Description.

Water, fuel, food and forage:

WATER may be obtained from streams along the route. Must be boiled.

FUEL is plentiful along the route.

FOOD: Native produce obtainable. Beef is available.

FORAGE: Grass and corn available.

THE PORT AU PRINCE - JACMEL ROAD: CON'T.Billets, camp sites and other accommodations:

The first camp site is at mile 14.7 in the edge of the Leogane Plain. Water and wood available. The second camp site is at mile 30.6, .3 of a mile along the left fork of the Jacmel Road at Habitation Fauche. Water and wood available. From this point to Jacmel, camp sites are available all along the route, but all are exposed to fire from the dominating hills and cliffs along the road.

Telephone and telegraph:

Telephone line parallels the road the greater part of the distance, but leaves the road at times taking short cuts over hills. This line is used both for telephone and telegraph.

Detailed Description:Miles from Port au Prince:

- 0.0 Garde Police Post. Portail Leogane, south end of Avenue "C". RR tracks to L of road. Outskirts of city. Small native houses both sides of road.
- 2.2 RR tracks cross to R of road.
- 2.4 Concrete culvert - 20 tons capacity.
- 2.5 Coast Guard Station (Navy Yard, Garde d'Haiti) to R. Shoulder high concrete wall surrounds station. Complement of 4 officers and 50 men. At this point, RR tracks cross road and leave side of road.
- 2.7 Concrete culvert - 20 tons capacity.
- 2.8 Two-story concrete school building on L.
- 3.6 Road R to American Club Beach.
- 4.4 R, distant 200 yards, summer home of ex-President Hyppolite. Large house, modern conveniences, water, etc., camp site in grounds surrounding estate.
- 4.5 Village of Carrefour: Garde outpost, 2 men. (See Section 602 for description)
- 4.6 Concrete culvert over River Freide.
- 5.2 Cemetery - concrete monuments - brick fence.
- 5.6 RR tracks cross road. Tennis Club on R. Market Place, habitation
- 5.7 Small river.
- 10.3 RR bridge on R across section of salt marsh.
- 12.5 Concrete culvert over River Gressier.
- 12.6 Gressier: (See Section 602 for description)
- 14.3 Habitation - small group of houses.
- 14.7 Boundary of Depts. of Port au Prince & the South. River Saine. Two span RR bridge. Road enters Leogane Plain. Sugar cane fields irrigation ditches, some lined with concrete.
- 15.6 Habitation. RR siding and stone loading platform for sugar cane.
- 16.6 RR bridge over River Momance. Habitation Brache, camp site.
- 18.0 Habitation. RR siding and stone loading platform.
- 19.2 RR siding and stone loading platform.
- 19.4 Habitation Darbonne - Road L to Habitation Darbonne.

THE PORT AU PRINCE - JACMEL ROAD: CON'T.Miles from Port au Prince: Con't.

- 19.7 Leogane: Town to R of road. (See Section 601 for description).
Cemetery on L of road - monuments - stone wall. End of RR.
- 20.5 Cane mill and distillery on R.
- 23.3 Habitation Corte - road L to Habitation Petit Faire.
- 24.8 Habitation and cane mill.
- 25.4 Road cut thru small hill. Road leaves Leogane Plain, mountains to L of road. Flat to sea on R.
- 26.9 Dry stream bed. Water after rains.
- 30.3 Carrefour Fauche: Road left to Jacmel, R to Petit Goave.
- 30.6 Stream, camp site, mountains.
- 31.5 Crosses river several times, road follows stream bed. Impassable for motor traffic after rains.
- 32.0 Ford - river crossing.
- 32.3 Ford - river crossing.
- 32.6 Ford - river crossing.
- 32.7 Ford - river crossing.
- 32.8 Ford - river crossing.
- 32.9 Road follows stream bed - crosses river several times, bad after heavy rains.
- 36.0 Road follows stream bed, old stone culvert. Crosses stream several times.
- 37.0 Concrete culvert - any weight.
- 38.7 Cut in steep hill.
- 39.0 Terrain hilly-stream in ravine on R. Road one-way for long stretches.
- 40.2 River crossing-steep on each side one-way. Ravine to R.
- 40.4 Concrete culvert, road one-way, Stream 50 feet below.
- 40.8 Concrete culvert, road one-way, stream 50' below. Road follows side of steep hill. Deep ravine to R.
- 41.5 Concrete culvert.
- 41.8 Very steep down grade to stream, road now in valley.
- 42.4 Limits of District of Jacmel.
- 42.5 Stream crosses road many times, Impassable after rains.
- 43.7 Road follows stream bed. Impassable after rains.
- 45.0 Leaves river bed - hills and valleys - narrow road.
- 47.2 River crossing.
- 47.5 River crossings. All bad in rainy weather.
- 48.0 Bad river crossing.
- 49.3 New span bridge. 100 ft. span over 50 ft. drop.
- 50.8 New span bridge. 100 ft. span over 50 ft. drop.
- 51.9 New span bridge, 100 ft. span over 50 ft. drop. Jacmel Valley.
- 52.7 Habitation - Outskirts of Jacmel.
- 54.2 City Limits of Jacmel (See Section 601 for complete description)

THE PORT AU PRINCE - LAS CAHOBAS - HINCHE ROAD: (Las Cahobes to Hinche)
29.6 Miles (Report of 21 September, 1932)

General Description:

Importance:

This road connects Hinche, the largest and most important city in the interior of Haiti with Port au Prince, the Capital of the Republic, connecting with the main Port au Prince - Mirebalais - Las Cahobas - Belladere Road at a point 2.3 miles east of the Garde Caserne at Las Cahobas. It is the main route between the two cities. There is another but much longer route by way of Gonaives, but is much longer. This road is a two-way automobile road, passable at all seasons.

Terrain and its effect on character of the road:

Turning left at the forks, 2.3 miles east of the Garde Caserne at Las Cahobas, the road crosses rolling open country, which allows visibility for miles in all directions. The surrounding country is covered with tall grass of doubtful quality; the soil is sandy and sparsely wooded. The surrounding country is thinly populated. This condition exists for about fourteen miles from the above mentioned fork. The country then suddenly becomes very fertile and heavily covered with heavy tropical growth. The population is much more dense. This fertile section extends for about four miles, and the country then suddenly becomes rolling and sandy with very light population for a distance of about six miles. From this point on, the country is fertile and under cultivation. The entire length of this section of the road is open, with visibility for great distances in all directions and with two or three exceptions, an ambush on this road would be impossible.

Strategic points and military obstacles:

The most difficult part of this trip is the first fourteen miles from the road forks, 2.3 miles east of Las Cahobas. Due to the dryness of the country, water is more or less limited in quantity. However, beyond that point numerous streams provide sufficient water. There are two fords on the road which have very steep approaches and which would tend to slow up a convoy to a certain extent. Forage is plentiful about midway between Las Cahobas and Hinche, as is wood for fuel.

Kind of traffic to which road is adapted:

This road is open to all types of traffic at all seasons. All grades can be negotiated by horse drawn artillery, wagon trains and truck convoys.

Water, fuel, food and forage:

WATER is scarce for the first 14 miles from the fork 2.3 miles east of Las Cahobas, but plentiful from that point to Hinche. The principal stream on the route is the River Guayamouc on the outskirts of Hinche.

THE PORT AU PRINCE - LAS CAHOBAS - HINCHE ROAD: (Las Cahobas to Hinche)
(CONTINUED)

FUEL: Wood for fuel is abundant along the entire route.

FOOD: Beef is plentiful; limited quantities of vegetables are obtained about 12 miles from Hinche. Advisable to carry food.

FORAGE: The only forage available on the first 16 miles of the route is grass of doubtful quality. The remainder of the route finds forage plentiful.

Billets, camp sites and other accommodations:

Camp sites are available along the streams near Hinche. There is one small town, Thomonde, between Las Cahobas and Hinche, but the billeting accommodations there are negligible.

Comparison with other routes between the same points:

There are no other routes between the two points.

Telephone and telegraph lines:

There is a single strand telephone line from Las Cahobas to Hinche. The line runs generally parallel the town, on wooden poles, spaced about 75 feet apart. The line runs to the Garde Caserne in Hinche.

Emergency landing fields:

Forced landings could be made along the road for about 16 miles from Las Cahobas, with comparative safety. There is a good landing field at Hinche. This field is in general use at this time.

Detailed Description:Miles from Las Cahobas:

0.0	Las Cahobas:Garde Caserne to left. Road turns to right.
1.9	Wooden bridge, one-way, 8 tons.
2.3	Road forks. Right to Belladere, left to Hinche. Road of improved dirt construction 2-way. Condition, excellent.
3.7	Four span wooden bridge. 10 tons. Crosses River Guayamouc. Third span is of steel construction. Approximately 100 feet long. One-way.
6.8	Two school buildings on right of road. Buildings about 20 feet x 20 feet.
7.3	Small cemetary on right of road. Plaster tombs about 3'high.
10.6	Wooden bridge over 25' ravine. One-way. 8 tons.
11.4	Steel and concrete bridge over River De Todo el Mundo. Built in 1926. One-span, 50 feet long. 20 tons.
13.3	Small cemetary on left of road.
15.9	Short upgrade to top of knoll. Deep valley to right.
16.3	180 degrees hairpin turn. Gentle down slope.
16.9	Heavy tropical growth both sides road. Soil, rich and fertile. Much corn and small gardens.
17.1	Steel and concrete bridge over river. One span. 50 feet long. 20 tons.

THE PORT AU PRINCE - LAS CAHOBAS - HINCHE ROAD: (Las Cahobas to Hincbe
(CONTINUED)Miles from Las Cahobas:

- 17.8 Thomonde: Buildings both sides road. Billets for about 50.
18.4 Church to left. About 20' x 20'. No roof.
18.5 Wooden bridge over small stream, one-way. 8 tons.
18.8 Garde Caserne. (Thomonde). two buildings, left of road.
Outskirts of town. Could billet about 50 men.
19.2 Ford. Small stream. Both approaches cut out. Very steep.
Convoys would experience some difficulty in wet weather.
20.3 Country again becomes rolling and uninhabited.
22.3 Ford. Small stream. Both approaches steep. Difficult for
convoys in wet weather.
23.0 Wooden bridge, 10' long. 1-way. 8 tons. Over ravine.
24.5 Ford. Small stream.
25.4 Ford. Practically dry.
26.9 Wooden bridge over small stream. 1-way. 8 tons.
28.3 Ford. Small stream.
28.6 Ford. River Guayamouc.
28.7 Improved road to right. Approximately 200 feet from main
road is a wooden bridge 100 feet long, over River Guayamouc.
Bridge is one-way. 8 tons. Road leads to Service Technique
Experimental Farm.
29.1 Large cemetery right of road.
29.2 Outskirts of HINCHE: (See description, Section 602)
29.6 HINCHE: Garde Caserne.

THE PORT AU PRINCE - MIREBALAIS - LAS CAHOBAS - BELLADERE - HINCHE
64 Miles: (Report of 21 September, 1932) ROAD:

General Description: (Port au Prince - Mirebalais - Las Cahobas -
Belladere Section of the road)

Importance:

This road connects Port au Prince, the Capital of Haiti, with Belledere, the main border town in the central section of the border between Haiti and the Dominican Republic. This road is the only direct road between Port au Prince and Santo Domingo City, the capital of the Dominican Republic.

Terrain and its effect on character of the road:

Leaving Port au Prince the road runs in a generally northeast direction, crossing level ground for about 16 miles. The road then begins a sharp ascent over the Morne a Cabrits. From that point the road makes several ascents and descents passing through mountainous country covered with trees and scrub growth until Mirebalais is reached. From there the road runs in a generally eastward direction passing through a rolling and fertile savanna for about 8 miles and then passes through hilly country to Las Cahobas. 2.3 miles from Las Cahobas the road branches into two forks, the right fork going to Belladere and the left to Hinche. From Las Cahobas to Belladere the road passes through generally rolling country, the soil being sandy and dry and covered with tall grass. There are but few trees along this stretch of the road. From Port au Prince to Mirebalais the road is constantly commanded by higher ground, but from Mirebalais to Belladere the country is generally rolling and the visibility is long range. Many streams must be forded on this road.

Strategic points and military obstacles:

The first 16 miles of this road is free from command by higher ground, but the next 17 miles passes through mountainous country where hills command the road. These hills are covered with trees and growth which would make an ambush comparatively easy at any point throughout its length. From Mirebalais to Belladere there is practically no higher ground commanding the road. Water for troops and animals is always available along this road even during the dry season, but is found in smaller quantities from Las Cahobas to Belladere than on the first section. The problem of forage and grazing for animals is not difficult even during the dry season. The fording of the streams which cross the road in many places is not difficult, except after heavy rains, when the streams are out of their banks, however, they usually recede after a few hours.

Kind of traffic to which route is adapted:

During both wet and dry seasons, the road is suitable for all types of traffic, but there is one section of 1/2 mile, approximately 1/2 mile from Terre Rouge (Port au Prince side) that will be difficult for trucks, loaded to capacity, to negotiate in wet weather, with the

THE PORT AU PRINCE - MIREBALAIS - LAS CAHOBAS - BELLADERE - MINCHE ROAD: (CONTINUED)

Kind of traffic to which route is adapted: (Continued)
road in its present condition. There are numerous wooden bridges and culverts on the road, all of which are capable of supporting eight tons. The grades can easily be negotiated by horse drawn artillery, wagon trains, and trucks.

Water, fuel, food and forage:

WATER is available at all times between Port au Prince and Belladere, but is more readily found between Port au Prince and Las Cahobas than between Las Cahobas and Belladere. The chief source of water is the numerous rivers and smaller streams that cross the road.

FUEL is plentiful from Port au Prince to Las Cahobas, but is scarce from Las Cahobas for a distance of about 10 miles, plentiful from that point to Belladere. Wood is the only fuel available.

FOOD: Native fruits, vegetables, corn and millets are to be found in limited quantities. Beef and goats are plentiful. Advisable to carry rations.

FORAGE: There is excellent grazing from Port au Prince to Las Cahobas but beyond that point the main forage is long grass of doubtful quality. Forage such as corn should be carried, especially beyond Las Cahobas.

Billets, camp sites and other accommodations:

There are numerous camp sites along the streams. From Las Cahobas to Belladere camp sites are available, but would be subject to considerable heat because of the lack of trees. A battalion could be billeted at Las Cahobas comfortable. The Garde Caserne at that point could easily accommodate 200 men. About 200 men could be billeted in Mirebalais proper and about 50 men at Belladere.

Comparison with other routes between the same points:

There are no other routes between these points.

Telephone and telegraph lines:

A single strand, ground-return, telephone line, strung on wooden poles, spaced about 75 feet apart, runs the entire length of the road.

Emergency landing fields:

In emergencies, planes could land and take off at numerous points alongside the road between Las Cahobas and Belladere, but between Port au Prince and Las Cahobas there are no suitable landing fields.

Detailed Description: (64 miles from Port au Prince to Belladere)Miles from Port au Prince:

0.0 Port au Prince: Gare du Nord (Northern Railroad Station)

THE PORT AU PRINCE - MIREBALAIS - LAS CAHOBAS - BELLADERE - HINCHE
ROAD: (CONTINUED)

Miles from Port au Prince: (Continued)

0.0	Road runs in northeast direction to Croix des Missions. Improved dirt road capable of sustaining any variety of traffic, at all seasons, and sufficiently wide for two-way traffic. Railroad parallels road on the east.
Con't.	
4.7	<u>Croix des Missions:</u> Road turns north-northeast. Road runs generally straight line to Bon Repos.
7.1	<u>Bon Repos:</u> Road has two forks. Fork to east, and right, is main highway to Belladere - Fork to west and left is the St-Marc road. Both roads improved dirt roads.
10.6	<u>Pont Baudet:</u> Road turns northeast. Single strand telephone line parallels the road.
15.9	Unimproved road to right leads to Thomazeau.
16.1	Begin climb up Morne a Cabrits.
19.7	Boundary line of the Department of the Centre (Hinche). Top of grade, Morne a Cabrits. Steep descent begins and continues for .9 mile, deep valley to left of road.
20.6	Foot of grade. Large spring on right of road. Good watering spot for men, trucks and limited number of animals.
20.8	Steep ascent. Road cut out of side of hill. Steep ascent for .8 mile, difficult for trucks loaded to capacity, in wet weather. Road in poor condition at this point.
21.6	<u>Poste Terre Rouge:</u> Garde Outpost, right of road. No water. Water must be hauled from valley. Road begins steep descent.
22.0	Sharp double "S" turns down into valley.
23.3	Road passes thru deep cut with steep hills on both sides. Ideal spot for ambush.
24.2	Road emerges suddenly on top of knoll. Long range view of country to the northeast.
25.6	<u>Town of Trianon:</u> Few houses, none suitable for billeting. Houses spread along road for 1/4 mile. Town of no importance.
28.1	Ford River Jean le Bas. Fording easy, except after heavy rains.
28.5	Ford, same river, same condition.
29.8	Unimproved road to left leading to Saut d'Eau or Ville Bonheur.
30.0	Ford, River Jean la Bas.
31.1	Ford, River Jean le Bas.
32.1	Ford across small stream.
32.2	River La Tombe on left of road. River large enough to furnish water for large numbers of men and animals.
32.9	Road emerges onto knoll. Mirebalais visible directly ahead.
33.0	<u>Outskirts of Mirebalais:</u> (See description, Section 602)
33.4	Road turns 90 degrees to right.
34.1	Small wooden bridge over small stream. One-way, 8 tons.
34.2	Wooden bridge. One-way. 8 tons. surrounding country rolling and fertile.
35.7	Wooden bridge over small stream. One-way. 8 tons.
35.8	Small wooden bridge. One-way. 8 tons.

THE PORT AU PRINCE - MIREBALAIS - LAS CAHOBAS - BELLADERE - HINCHE
ROAD: (CONTINUED)Miles from Port au Prince: (Continued)

37.9	Concrete culvert. 20 tons. Small stream through culvert.
38.3	Large wooden bridge over river "Du Fer a Chavel," 10 tons. Bridge 75 feet long, composed of three 25 foot spans.
39.6	Concrete culvert. 20 tons. Small stream through culvert.
40.0	Wooden bridge over small stream. One-way. 8 tons.
40.5	Wooden bridge over small stream. One-way. 8 tons.
41.3	Wooden bridge over small stream. One-way. 8 tons.
42.4	Wooden bridge. One-way. 8 tons.
43.1	Large cemetery on left of road. Tombs of plaster construction scattered about, averaging 3 feet high. Ideal ambush.
43.2	Small wooden bridge. One-way. 8 tons.
43.9	Stream to right of road. Country is rich fertile valley.
45.9	Large concrete culvert. Two-way. 20 tons. Small stream through culvert.
46.4	Steel and concrete bridge over branch of River Artibonite. 30 feet long; 20 tons.
46.5	Outskirts of Las Cahobas: (See Section 602 for description)
46.8	Garde Caserne to left of road. Can accommodate 200 men with ease. Road turns to right.
48.7	Wooden bridge. One way. 8 tons.
49.1	Road forks. Right to Belladere. Left to Hinche.
51.2	Wooden bridge. One way. 8 tons.
51.8	Wooden bridge. One way. 8 tons.
52.8	Wooden bridge. One way. 8 tons. Small stream. Concrete sidewalk under bridge.
53.5	Wooden bridge. One way. 8 tons.
54.4	Ford river Juan Vera.
54.7	Wooden bridge. One way. 8 tons.
55.7	Wooden bridge. One way. 8 tons.
56.5	Wooden bridge. One way. 8 tons. Small stream.
56.9	Steel and concrete bridge over the River Macasia. Built 1927. 40 feet long. 20 tons capacity.
59.5	Ford small river.
62.5	Ford small stream.
62.9	Ford stream.
63.6	Service Technique School to right of road.
64.0	BELLADERE: Garde Cacerne. (For description see Section 602)
64.1	Gate. Bureau of Contributions. Stop for Customs inspection.
67.1	Ford. River Commendador.
67.8	Wooden bridge. 30 feet long. One way. 8 tons. Over ravine 30 feet deep.
68.2	Dominican Border. Dominican Customs building. Road passes through arch in building. Building of brick construction. Approximately 50 feet x 20 feet.

THE PORT DE PAIX - ST. LOUIS DU NORD - ANSE A FOLEUR ROAD:

General Description:

Importance:

This road connects the seacoast villages of St. Louis du Nord and Anse a Foleur on the North coast of Haiti with Port de Paix, and the Port de Paix - Gonaives Automobile Road, thus affording outlet to the other sections of the Republic which could not be reached except by sea.

Terrain and its effect on character of road:

From Port de Paix to St. Louis du Nord the road is level, running through a plain, with mountains to the right and the Atlantic Ocean to the left. This road is difficult for the passage of large or heavy trucks.

From St. Louis du Nord to Anse a Foleur the road is in very poor condition at 13.0 there is a steep ascent and at 13.3 a steep descent. At this point the road is cut out of a hill hill, which commands the road from the right, with a steep valley on to the left. With this exception, the road is level, with hills to the right and the ocean to the left.

Due to the nature and number of fords, the steep hill and the general condition of the road, only very light cars can negotiate it.

Kind of traffic to which route is adapted:

This road is not suited for heavy motor traffic, but light cars, wagons and pack trains can negotiate it.

Water, fuel, food and forage:

WATER can be obtained from the streams along the route.

FUEL: Wood for fuel is abundant.

FOOD: Food should be carried with the troops.

FORAGE: Grass for forage is available in fair quantities, but corn and oats should be transported with the troops.

Billets, camp sites and other accommodations:

Large bodies of troops could be billeted in Port de Paix. Camp sites are available near the streams, but mosquitos would be very numerous.

Comparison with other routes between the two points:

With the exception of water routes, there are no other routes between the two points.

Telephone and Telegraph Lines:

There is a single wire telephone line paralleling the road from Port de Paix to Anse a Foleur, strung on wooden poles, spaced at intervals of 75 feet.

THE PORT DE PAIX - ST. LOUIS DU NORD - ANSE A FOLEUR ROAD: (CON'T.)Detailed Description:Miles from Port de Paix:

- 0.0 Port de Paix: Garde Caserne to left. (See Section 601).
Turn right at Hotel de Ville.
- 0.4 Concrete and wooden bridge, 25 feet long over stream. 1-way.
10 tons. Single strand telephone line, on wooden poles, 75
feet apart, parallels the road.
- 2.6 Road parallels coast line. Improved dirt road. Ocean to the
left. Soil very fertile, and chief product is bananas.
- 4.7 Ford; dry stream bed.
- 5.0 Dense tropical growth both sides of road. Excellent place
for ambush.
- 5.4 Ford; Cotes-de-Fer River.
- 5.6 Ford: Riviere des Negres. Ocean on left. Ile de la Tortue
visible to left.
- 6.2 Road forks. Old road to left. Right to St. Louis du Nord.
- 6.4 Ford, small stream.
- 7.2 Ford, small stream.
- 7.8 Ford, small stream. Cemetary, left of road.
- 8.2 Service d'Hygiene Building to left of road. Frame building,
10 feet x 10 feet.
- 8.6 St. Louis du Nord: (See Section 601). Garde Caserne on top
of hill to right, overlooking town. Market place to right.
Continue straight ahead to Anse a Foleur. Road is partially
improved of dirt construction. Unsuitable for any motor traf-
fic except very light cars. A one-strand telephone line, on
wooden poles, 75 feet apart, parallels the road all the way
from this point to Anse a Foleur.
- 9.1 Stone and wooden bridge over stream. One-way. Poor condition
Bridge 20 feet long, Inadvisable with bridge in present con-
dition to risk load of over 3 tons maximum, including vehic-
le.
- 9.7 Ford: Petite Riviere St-Louis.
- 9.8 Ford: Small stream.
- 10.1 Ford: Riviere de Eane.
- 11.6 Ford small stream.
- 12.4 Ford, small stream.
- 12.6 Ford, small stream, ocean to left.
- 13.0 Begin steep climb for .3 mile. Impassable in wet weather.
- 13.5 Wooden culvert. One-way. 5 tons.
- 14.0 End steep descent. Very dangerous when wet.
- 14.1 Village of Boucreau. Frame school building, 15'x10' to right.
- 14.7 Ford, small stream.
- 14.9 Ford, small stream.
- 15.3 Ford, small stream, far approach steep.
- 16.7 Concrete and wood bridge over stream 1-way poor condition 2T.
- 16.8 Ford Stream. River Bains Central on left.
- 17.2 Ford. River Anse a Foleur.
- 17.3 Outskirts of Anse a Foleur.
- 18.0 Anse a Foleur: Garde Caserne. (See Section 601)

THE VIEUX BOURG - COTES DE FER ROAD: (Report of July, 1932)
27.5 Miles

General Description:

Importance:

This road connects Cotes de Fer with the main road from Port au Prince to Aux Cayes. It is used by trucks to transport cotton from the vicinity of Cotes de Fer and by merchants who have business connections in Cotes de Fer.

Terrain and its effect on character of road:

On leaving the junction of this road with the Cayes-Port au Prince Road, 1.2 miles NE of Vieux Bourg, the road runs S thru the plain of Aquin. Dense undergrowth both sides of road. The first commanding position is a hill 2.5 miles south of the road junction, about 82 ft. high and to the L of road. The hill is heavily wooded with low trees. At miles 5.6 the road passes thru a range of hills about 82 ft. high. The summit of Toribuque Hill is reached at miles 6.8, altitude 50 ft. This is the highest point on the road. The descent is made in .8 mile, thru a pass with the sides of the road averaging 33 ft. above the road. From this point the road runs E, along the coast to Cotes de Fer, through slightly rolling terrain. Both sides of the road here are heavily wooded, making visibility poor. Passe Sec (The Cotes de Fer River) is the only running water along this route. This stream is crossed 27.5 miles from the beginning of this route. Across this stream is the village of Cotes de Fer. There is very little water in this stream at all times. Usually fordable except for a few hours after heavy rains in the mountains. The natives living along this road often have to carry water 15 to 20 miles.

Strategic points and military obstacles:

Inasmuch as this entire road traverses the Plain of Aquin to the south and thence east along the sea, it is practically level throughout its route and there are few strategic points. The only hills that afford commanding positions are: Hill 82 ft. high at miles 2.5 to L of road. Machine guns might be placed there but their fire would be ineffective on account of the dense wooded growths. The next in view is a range of hills at miles 5.6 to miles 7.4. The road passes between these hills and they average about 82 ft. higher than the road and at about .3 mile distance; machine guns could be placed there. At miles 8.1 a hill about 68 ft. high to the L of road commands the road in both directions. Machine gun positions not very desirable account of dense growths.

Kinds of traffic to which road is adapted:

The road was constructed as a two-way automobile road. It is very narrow and great difficulty is experienced in passing. The road is a graded dirt road for the first 2.5 miles. Deeply rutted when dry and slippery when wet. From miles 2.5 to Cotes de Fer the road has a good rock foundation. Troops could be marched only in column of 2s.

THE VIEUX BOURG - COTES DE FER ROAD: CON'T.Water, fuel, food and forage:

WATER: The only place where water can be obtained is the Cotes de Fer River. No water available between Vieux Bourg and the Cotes de Fer River.

FUEL: Wood is plentiful.

FOOD: No food supplies are available.

FORAGE: Grazin is available near Vieux Bourg and Cotes de Fer, none between. No grass or corn available.

Billets, camp sites and other accommodations:

Due to lack of water and dense growths along the road, there are no suitable camp sites along this road. A small camp site is available in Cotes de Fer.

Comparison with other routes between the same points:

There is no other route.

Telephone and telegraph:

There is no telephone or telegraph line.

Detailed Description:Miles from junction:

- 0.0 Junction of Cayes-Port au Prince Road. Road runs S across Plain of Aquin.
- 2.5 Hill, altitude 75', commands road both directions.
- 3.7 Road turns SE.
- 4.2 Inlet on R, from Bay of Aquin.
- 5.6 Gradual ascent of Torbique Hill. Road passes thru range of hills about 75' higher than the road, and .3 mile distant.
- 6.8 Summit of Torbique Hill: Altitude 50 ft.
- 7.4 Foot of Torbique Hill: Altitude 10 ft. Road turns R. Sea on R. Road is slightly rolling nature with grades of about 2%. Thick brush both sides.
- 7.6 Ravine Collins: Dry throughout year, except for a few hours after rains in mountains.
- 10.6 Trail to L, to Habitation Flamands.
- 11.6 Steel culvert over Ravine Calabasse. Dry except for a few hours after rains in mountains.
- 13.2 Road continues across plains. Mountain range 2.5 miles to L.
- 15.7 Road turns SE. Heavy underbrush both sides of road. Road averages about .3 mile from sea and elevation of 10 feet.
- 20.0 Road passes close along shore.
- 21.3 Habitation Bouquet: Sea to R. No water. All water transported, from Cotes de Fer River.
- 21.7 Ravine Petite Salle: Dry except for a few hours after heavy rains in mountains.

THE VIEUX BOURG - COTES DE FER ROAD: CON'T.

Miles from junction: con't.

25.3 Road turns E. A good two-way road from this point to Cotes de Fer.

27.5 Cotes de Fer River: The natives call this river "Passe Sec". It is fordable at all times except after heavy rains in the mountains. The village of Cotes de Fer is just across the river. This river furnishes water for the surrounding country. Good camp site in the vicinity of the village. This river is the boundary of the Department of the South.

COMMUNICATIONS - CONTINUED

700

Air Routes (1932)

702-700

There are no native-owned or foreign air lines operating between points in the Republic of Haiti, with the exception of U. S. Marine Corps planes.

The First Brigade Aviation unit of the United States Marine Corps in Haiti (Aviation Squadron Vo-9-II), located at Bowen Field in Port au Prince, maintains an air mail schedule for the Marine Corps and Garde d'Haiti activities.

The following airmail schedule of the U.S. Marine Corps is now in effect (1932).

MONDAY: Port au Prince to Gonaives, Cape Haitien, Hinche and return.
TUESDAY: Port au Prince to Jeremie and return.
Port au Prince to Cape Haitien and return.
WEDNESDAY: Port au Prince to Gonaives, Port de Paix, Cape Haitien and return.
Port au Prince to Hinche, Cape Haitien and return.
FRIDAY: Port au Prince to Anse-a-Galets (La Gonave Island), Gonaives, Cape Haitien and return.
Port au Prince to Hinche, Cape Haitien and return.

The air routes between Port au Prince, Gonaives and Hinche to the various landing fields and cities in Haiti, showing magnetic compass directions, distances, altitudes to be maintained, and other pertinent information, will be found in the following sections and photographs (See photographs).

Air Route from Gonaives to:

CAPE HAITIEN - Course 54 degrees magnetic. Distance 30 miles. Passing over Massif-du-Nord range with an elevation of 6,000 feet. No possible emergency landing field until reaching Plaine-du-Nord about 10 miles this side of Cape Haitien. Large outstanding mountain to west of Cape Haitien good land mark to follow.

Air Route from Hinche to:

CAPE HAITIEN - Course 343 degrees magnetic. Distance 46 miles. Passing over central part of the Massif-du-Nord range picking up the railroad at Bahon and following railroad and Grande Riviere du Nord into Cape Haitien at an elevation of 3,000 feet.

CERCA-LA-SOURCE - Course 86 degrees magnetic. Distance 17 miles. Pass over one small range of mountains about 2,500 feet high. Same conditions as from Port au Prince to Cerca la Source. No emergency landing fields enroute.

OUANAMINTHE - Course 34 degrees magnetic. Distance 34 miles. Conditions same as described in Port au Prince to Ouanaminthe.

COMMUNICATIONS - CONTINUED

700

Air Routes (1932) (Continued)

702-700

Air Routes from Hinche to: (Con't.)

PIGNON - Course 322 degrees magnetic. Distance 17 miles. Pignon is marked by an outstanding egg-shaped mountain in rear of the town. Elevation flown 2,000 feet. Several small possible emergency landing fields enroute.

Air Routes from Port au Prince to:

CAPE HAITIEN - Course 6 degrees magnetic. Distance 84 miles. Flying over eastern end of Chaine-des-Mateux, Montagnes Noires, Massif-du-Nord ranges, passing a little to the right of the Citadel at an elevation of 7,000 feet in good weather. By following valleys, this trip could be made with a minimum elevation of 2,500 feet. The only place where possible emergency landings could be made is on the Hinche plain, and the last 10 miles into Cape Haitian on the Plaine-du-Nord.

CERCA-LA-SOURCE - Course 43 degrees magnetic. Distance 57 miles. Pass over same mountain ranges as to Hinche with an elevation of 4,500 feet. Several small possible emergency landing fields in the vicinity of Mirebalais. Cerca-la-Source is rather hard to find because it lays between two ranges of mountains very close together. These ranges run east and west.

HINCHE - Course 29 degrees magnetic. Distance 45 miles. Flying over Montagnes du Trou d'Eau and eastern end of Montagnes Noires at a minimum elevation of 4,500 feet. There are two possible emergency fields in the vicinity of the Artibonite River on this Course.

OUANAMINTHE - Course 30 degrees magnetic. Distance 79 miles. Conditions practically the same as to Hinche. Pass slightly to right of Hinche over eastern end of Massif-du-Nord at an elevation of about 6,000 feet. No possible emergency landing field until within a few miles of Ouanaminthe.

PIGNON - Course 14 degrees magnetic. Distance 56 miles. Same conditions as to Cape Haitien.

PORT DE PAIX - Course 342 degrees magnetic. Distance 101 miles. Same conditions as to Gonaives. From Gonaives, fly over rough mountainous country with no possibility of landing at a minimum elevation of 4,000 feet.

For air routes between Gonaives, Mole St. Nicolas and Port de Paix, see Section 701-400.

For air routes between Port au Prince, Anse a Galets, Anse-a Pitres, Gonaives, Jeremie, and Mole St. Nicolas see section 701-400.

COMMUNICATIONS - CONTINUED

700

POSTAL FACILITIES:

702-800

The postal service of Haiti is a member of the International Postal Union, and is owned and controlled by the Haitian Government, as a branch of the Department of Commerce under the Administration Generale des Postes, the headquarters or main office of which is located in Port au Prince.

Several trucks are owned and operated by this department, and carry mail and parcel post between the cities and towns of the republic. This service is augmented by the facilities offered in placing many of the more reliable public passenger-carrying trucks or camions operating between the various cities and towns of Haiti under contract to carry mail, and by individual mail carriers who handle the free delivery service in the cities and towns, and is considered quite reliable.

Air mail in the republic is carried through the courtesy of U.S. Marine Corps planes, as mentioned in 701-400, while air mail to points outside the Republic of Haiti is handled by the Pan-American Airways, described under 505-100 to 505-600 inclusive.

Post Offices, with all facilities for handling regular, registered, and air mail, are located in the cities and principal towns of the republic. However, no money-order service has as yet been inaugurated, and funds are either sent as cash or by means of cashier's checks drawn on local banks. Money being transmitted to the United States is usually sent in the form of a draft on the National City Bank of New York, through their local branch offices here; through the All American Cables, or through the Radio Corporation of America, who have offices located in Port au Prince.

ORGANIZATION (PEACE)

801-100

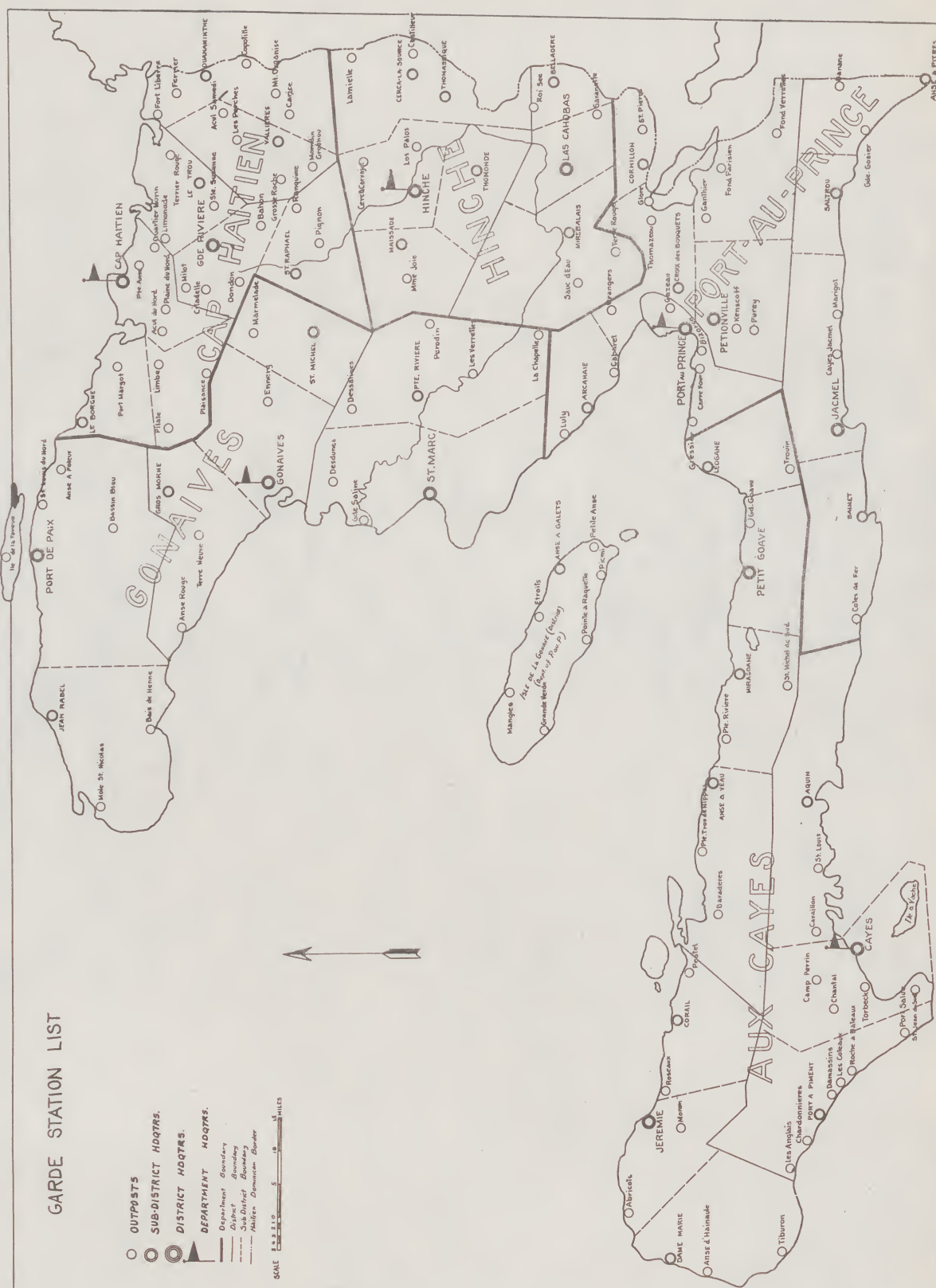
The Garde d'Haiti is the sole military and police force of the Republic of Haiti. It is established by the agreement upon the Gendarmerie (Garde) d'Haiti concluded on 24 August, 1916, and amendments thereto of 23 March, 1920, and 28 February, 1925. (See Section 105-100 - Treaties)

In 1931 the Garde d'Haiti began its seventeenth year of operation. Its activities during that year were carried out with a personnel which had been greatly reduced to meet economic conditions. Peace and tranquility throughout the 10,200 square miles of rugged and mountainous territory was maintained and a population of 2,200,000 was policed with but one Garde to each 952 inhabitants and to each 4.4 square miles of territory.

During 1931 the Garde has:

- Repressed smuggling;
- Constructed and maintained many of the trails;
- Controlled arms, ammunition and military supplies throughout the Republic;
- Assisted in the delivery of pay-checks of civilian employees of the Haitian Government (for but the latter part of the year);
- Controlled all prisoners and prisons in the Republic;
- Taken a traffic census which entailed the counting of all vehicles passing various points on all the roads of Haiti for 7 full days;
- Guarded the President;
- Operated telephone agencies in the outlying towns;
- Furnished police protection and assistance to collectors of internal revenue.
- Maintained Aviation Landing Fields for the Marine Brigade;
- Afforded fire protection;
- Collected and evaluated military intelligence data;
- Furnished a Sequestrator for the Ile de la Gonave;
- Patrolled harbors;
- Inspected, repaired and maintained lighthouses--and aid to Navigation;
- Furnished Ministeres Publics before Haitian Courts (for but part of the year);
- Built smaller barracks and buildings, the lime and brick whereof being manufactured by prison labor without cost;
- Operated a Hospital and numerous sick bays for the treatment of Garde and Prison Personnel;
- Operated a Supply Depot;
- Assisted in Sanitation Work;
- Assisted in cleaning the streets, etc., in the various communes;

OUTPOSTS
SUB-DISTRICT HQQTAS.
DISTRICT HQQTAS.
DEPARTMENT HQQTAS.
Department Boundary
District Boundary
Sub District Boundary
Haitien Dominican Border



Operated a Motor Transport Unit;
 Conducted a Military School for student officers;
 Licensed and controlled gasoline pumps.

In general, due to the fact that no organized banditry has existed in Haiti during recent years, the activities of the Garde have been confined to military and police duties.

Police Functions:

During the year 1931, the law of 22 December, 1922, giving the Garde control of and supervision of arms, ammunition, military supplies and traffic therein was amended in that the deposit required on shotguns was reduced from fifty to fifteen gourdes, with an additional tax of five gourdes to be paid to the Commune. Efforts to reduce the number of licensed revolvers have been fruitful. The following table shows a steady decrease in licensed weapons in the hands of the civil populace.

	1929	1930	1931
Shotguns	802	786	776
Revolvers	321	309	277
Automatic Pistols	66	14	25
Automatic shotguns	3	1	1
Pump shotguns	4	4	4
Small caliber rifles and air-rifles	8	8	6
	1204	1122	1089

Licenses for shotguns for hunting purposes are issued freely to responsible citizens. Great care is exercised in the issuance of licenses for revolvers and automatic pistols, as the Garde gives sufficient protection to individuals. Restrictions have been placed on the sale of revolver ammunition. The increase in the number of licensed automatic pistols is due to a local bank furnishing their branches with 14 of these weapons for the protection of funds. These arms, except when used in the protection of funds in transit, are kept in the various branch banks in Haiti.

Vigilant patrolling of the Haitian-Dominican Frontier has resulted in the confiscation of a large amount of contraband, and has discouraged smuggling. A watch is maintained at the various seaports to keep to the lowest possible amount the smuggling of contraband via that route.

The Garde has continued to function as the registration agency for motor vehicles, animal drawn vehicles, and dogs.

The number of registrations of motor vehicles by classes were as follows:-

Private automobiles	1494
Official vehicles	311

	1494
	311
Commercial vehicles	280
Public vehicles	563
Dealers automobiles	55
TOTAL	2703

Traffic regulations were enforced throughout the Republic. Careful supervision is given to the problem of increasing passenger bus operation. Truck control stations are maintained. Licenses for chauffeurs are issued only after a rigid examination has satisfactorily been passed by the applicants for such licenses.

There were few occasions for special police activity during the year. Routine Police activity occasioned the making of a total of 49,811 arrests by Garde personnel during 1931. As in previous years, the majority of persons arrested have been charged with larceny. Disturbances of the peace occasioned the second largest number of arrests, closely followed by crimes of violence such as murder, assault and battery, ect., which class of offenses was the third largest contributor to the prison population.

Police Rurale (Chiefs of Section)

Order has been maintained in the rural sections of Haiti through the Police Rurale, (who are armed with a Krag carbine and usually a revolver) which come under the jurisdiction of the Garde. One rural policeman enforces the law in each of the 551 sections of Haiti. These men are under the direct supervision of the sub-district headquarters of the sub-district to which they are attached, and the sub-district, district and department commanders having jurisdiction frequently inspect their rural districts. The police rurale have the advantage of the most intimate contact with the inhabitants of their sections and have continued to be a valuable adjunct in disseminating and securing information.

Police Rurale (Chiefs of Section) in the rural districts have a great deal of power. Every effort has been extended to insure that they do not abuse this authority. Where it has been proven that oppression of the inhabitants has taken place, summary measures are taken against the offending chief of section. This attitude on the part of the Garde d'Haiti has resulted in a number of false complaints against the Police Rurale on the part of persons eager to secure the appointment, or by politicians who wish appointed a man more amenable to their desires to selfishly mould political opinion. Chiefs of Section found mixing in politics have been dismissed and replaced by more dependable men.

Fire Functions

Officers of the Garde, usually the District Commander, or Chief of Police in each town or city, have performed duty as fire marshall. This duty includes fire-fighting; responsibility for the storage on inflammables; inspection of buildings and licensing of gasoline pumps.

In Port au Prince, for 1931, the fire department answered 54 alarms, 13 of which were false. Total fire damage is estimated at 400,000.00 (\$80,000.00). The installation of a new water system throughout the business district of Port au Prince has furnished an excellent water supply for fighting fires.

Prisons

The law of 16 December, 1918, gave the Garde, then the Gendarmerie, control of all prisons in Haiti. These prisons include a National Penitentiary at Port au Prince, and civil prisons of varying sizes and, which are located at district headquarters. In all Garde Posts, of whatever size, there are accommodations for prisoners. In the smaller posts, these accommodations are but temporary.

Following is the average number of prisoners per day in all prisons in Haiti from 1927 to date:

1927	2298
1928	2273
1929	2918
1930	2561
1931	3044

Of the total daily average for the year ending 31 December, 1931, 2402 were serving sentences and 642 were awaiting action of the court

Prisoners serving sentence are employed on general police work, trail building and repairing, the maintenance of aviation landing fields, construction work, including the burning of lime and charcoal, baking of brick, and the assembly of sand, rock and gravel; manual trades, communal public works, and occasionally in assisting the Public Works Department in the repair of roads and the American Scientific Mission in mosquito control.

Military Intelligence

Military and political information obtained by the Garde through its various sources has been transmitted to Headquarters of the Garde by means of daily telephonic reports and special reports. This information has been disseminated by the Garde to the Minister of Interior, and to the American Minister and the Brigade Commander of the First Brigade of Marines, if such pertained to the Occupation.

The G-2 (Intelligence) Section of Headquarters, Garde d'Haiti which for the major part of the war was in charge of an officer of field rank, assisted by a captain, a lieutenant and an interpreter,

continued the work of completing and rearranging the intelligence files.

Garde Canteens

Canteens have been maintained for gardes at a number of district headquarters. These canteens sell toilet articles and soft drinks at a reasonable price. Profits are devoted to athletics and to provide entertainment for enlisted men.

Inspections:

Inspections are made by staff officers of Garde Headquarters, department, district and sub-district commander at the prescribed intervals.

Personnel:

Officer personnel is distributed as follows:

Major General	1	Captain (Maison Militaire)	1
Brigadier General	1	First Lieutenants (Line)	58
Colonels (Line & Quartermaster)	5	First Lieutenants (Med.Serv.)	4
Colonel (Med.Serv.)	1	First Lieutenants (Coast Guard)	3
Majors (Line & QM)	9	First Lieutenants (Maison Mil.)	1
Majors (Med.Serv.)	4	Second Lieutenants (Line)	49
Majors (Coast Guard)	1	Second Lieutenants (Med.Serv.)	8
Captains (Line & QM)	23	Second Lieutenants (Maison Mil.)	5
Captains (Med.Serv.)	3	Aspirant Officers	22

The Garde d'Haiti is organized into a Headquarters, and five Military Departments, Medical Corps, Quartermaster's Department, Ecole Militaire and Coast Guard (Navy). The Headquarters of the Garde is maintained at Port au Prince, also the Headquarters of the Medical and the Quartermaster's Departments, the Ecole Militaire, and the Coast Guard. Each department is commanded by a field officer with the necessary staff. Departments are divided into Districts, which are commanded by District Commanders, and these Districts are further divided into Sub-Districts and outposts, which are commanded by Sub-District Commanders and outpost commanders.

The Headquarters of the Military Department of Port au Prince is located at Port au Prince. The Department is divided into seven districts, four of which, the District of the National Palace, the District of the Caserne Dartiguenave, the District of the National Penitentiary and the District of Police, are located in the city of Port au Prince. The District of the Island of LaConave is located on that island, and the remaining two districts are located in the two cities from which they take their names, as, the District of Petionville and the District of Jacmel.

The Military Department of the South, with headquarters at Aux Caves, is divided into three districts, each district being named after the city in which the district headquarters is located, as the

District of Petite Groave, the District of Cayes, and the District of Jeremie.

The Military Department of the North, with headquarters at Cape Haitian, is divided into five districts, the first three of which are located in the city of Cape Haitian; District of Cape Haitian, District of Police and District of Civil Prison; the districts of Grande Riviere and Ouanaminthe being located in the cities bearing the same names.

The Military Department of the West, with headquarters at Gonaives, is divided into four districts, each located in the city after which it is named; The District of Port de Paix; the District of Gonaives; the District of Saint Michel and the District of Saint Marc.

The Military Department of the Center, with headquarters at Hinche, is divided into three districts, the first two of which are located in the City of Hinche, and the other in the town of Las Cahobas. Their names are the District of the 19th (mobile) Company, the District of Hinche and the District of Las Cahobas.

Enlisted Personnel:

At the commencement of the year 1931, the Garde budget provided for the following enlisted personnel:

Line

4 Sergeants, major
22 First sergeants
116 Sergeants
266 Corporals
40 Trumpeters
2153 Gardes (Privates)

Medical Service

4 First Sergeants
4 Sergeants
7 Corporals
5 Lance Corporals

Palace Band

10 First Class Musicians
15 Second Class Musicians
25 Third Class Musicians

Coast Guard

4 Mechanics
4 Quartermasters
30 Seamen

551 Chief of Section are provided for the maintenance of order in the 551 rural sections of the Republic of Haiti.

Desertions during the year were gratifyingly few, the percentage being .00516%.

Haitianization:

Progress made: Due to the disquieted condition of the Republic of Haiti during the early years of the American Occupation, it was not until 1921 that the Garde, then the Gendarmerie, was in a position to seriously undertake the training of Haitians to replace Americans holding commissions in the Garde. The end of the calendar year 1931 witnessed the Garde with Haitian Officers comprising over fifty percent of its commissioned strength. The below table illustrates the progress made in the Haitianization of the Garde since its founding in 1915.

<u>Dec.31st.</u>	<u>Haitian Officers</u>	<u>American Officers</u>	<u>Total</u>	<u>Percentage of Haitians</u>
1915	0			0
1916	0	123	123	0
1917	0	123	123	0
1918	0	113	113	0
1919	3	108	111	2.7
1920	9	110	119	7.6
1921	9	108	117	7.7
1922	23	115	138	16.7
1923	22	107	129	17.0
1924	40	123	163	24.5
1925	53	128	181	29.2
1926	54	125	179	30.0
1927	53	128	181	29.2
1928	60	121	181	33.1
1929	78	119	197	39.6
1930	73	108	181	40.3
1931	109	87	196	55.6

The graduation of the 1931 class of the Ecole Militaire (Military School) and the appointment of the majority of the graduates as aspirant officers of the Garde has enabled a turnover of sub-districts to Haitian control beyond expectations. The close of the calendar year 1931 found 84.6% of the sub-districts under the command of Haitian Officers of the junior grades.

At the present time forty percent (40%) of the districts are commanded by Haitian Officers.

Two entire departments, the Military Departments of the Center and the Military Department of the West have been under Haitian control since the latter part of 1930 and 1931 respectively. The excellent results obtained by the Haitian Officers who were detailed to administer these departments has been a great factor in the decision to entrust the remaining departments to Haitian Officers as soon as available officers are trained as required by the United States Government.

The Garde d'Haiti is now far in advance of the Haitianization recommended by the Forbes Plan, and, with sufficient notice, could be turned over to complete Haitian control, functioning under the key control of key Marine Officers.

Haitian Officers are under instruction in staff organizations on the Garde, having in view their eventual Haitianization of such departments.

SUMMARY OF FORBES PLAN FOR THE PROGRESSIVE HAITIANIZATION OF THE GARDE
HAITIAN OFFICERS

<u>RANK AND</u> <u>DEPARTMENT</u> <u>LINE & Q.M.</u>	<u>AT</u> <u>PRESENT</u>	<u>1931</u>	<u>1932</u>	<u>1933</u>	<u>1934</u>	<u>1935</u>	<u>1936</u>	<u>WHEN U.S. FORCES</u> <u>ARE WITHDRAWN</u>
Major General	0	0	0	0	0	0	0	1
Brigadier General	0	0	0	0	0	0	0	1
Colonel	0	0	1	1	1	2	3	5
Major	0	0	1	2	3	4	4	9
Captain	2	6	7	8	8	8	18	28
1st Lieutenant	17	30	34	36	39	42	47	58
2nd Lieutenant	19	30	33	36	38	42	47	57
Asp. Officers	28	14	14	45	44	41	40	14
Total	66	80	90	a128	b133	c139	d159	168
<u>Medical Service</u>								
Colonel	0	0	0	0	0	0	0	1
Major	0	0	1	1	1	2	3	4
Captain	2	2	2	2	2	2	2	3
1st Lieutenant	0	2	2	2	3	4	4	4
2nd Lieutenant	2	3	3	10	10	10	10	8
Total	4	7	8	e15	f16	g18	h19	20
Coast Guard	0	0	0	15	k 5	k 5	k 5	L 4
Maison Militaire	7	7	7	7	7	7	7	7
Total	7	7	7	12	12	12	12	11
GRAND TOTAL	77	94	105	155	161	159	190	199

- a Thirty-one additional aspirant officers added by agreement total strength of Garde to compensate 31 Haitian Officers detailed as understudies for American Officers above the rank of Lieutenant, holding key positions.
- b Twenty-seven and three, total thirty (30), additional aspirant officers added under same conditions as stated in note a.
- c Twenty-seven additional aspirant officers, added under conditions a.
- d Twenty-six additional aspirant officers, added under conditions a.
- e Six additional officers, added under conditions a.
- f Six assitional officers, added under conditions a.
- g Five additional officers, as per note a.
- h Three additional officers, as per note a.
- i Five additional officers, added by agreement to total strength of Coast Guard as understudies.

Includes one running mate (understudy) for a line officer loaned to the Coast Guard.

k Four additional officers, added under same conditions as stated in note i.

L Line officer loaned included under line officer.

PROPOSED GARDE TURNOVER IN DUTIES IN COMPLIANCE WITH FORBES PLAN:

DUTY	1929		1930		1931		1932		1933		1934		1935		1936	
	A	H	A	H	A	H	A	H	RM	H	RM	H	RM	H	RM	H
Commandant	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
Asst. Commandant	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
Dept. Comdrs.	5	0	5	0	5	0	4	1	4	2	1	4	2	1	4	2
Dept. Inspectors	5	0	5	0	5	0	4	1	3	3	2	2	3	1	1	4
Dept. Adjutants	4	0	5	0	5	0	4	1	4	4	1	4	4	1	3	3
Dist. Comdrs.	20	2	18	4	16	6	15	7	14	8	14	8	14	8	4	18
Sub-Dist. Comdrs.	15	26	13	28	11	30	9	32	7	34	5	36	3	38	0	41
Duty Officers	27	32	24	35	21	38	18	41	15	44	12	47	9	50	3	56
Maison Militaire	0	7	0	7	0	7	0	7	0	7	0	7	0	7	0	7
Quartermaster	1	0	1	0	1	0	1	0	1	1	1	1	1	1	0	1
Asst. QM.	2	0	2	0	2	0	2	0	2	2	0	2	2	0	2	2
Finance Officers	1	0	1	0	1	0	1	0	1	1	0	1	1	0	1	1
Motor Transport-																
ation	2	0	2	0	2	0	2	0	2	2	0	2	2	0	2	2
Qm. Office	4	3	4	3	4	3	4	3	4	4	3	4	4	3	4	4
Qm. Depot	3	1	3	1	3	1	2	2	2	2	2	2	2	1	1	3
Qm. Cape Haitian	1	0	1	0	1	0	1	0	1	1	0	1	1	0	1	1
Coast Guard	5	0	5	0	5	0	5	0	5	5	0	4	4	1	4	4
Medical Director	1	0	1	0	1	0	1	0	1	1	0	1	1	0	1	1
Med. Dir. Office	1	0	1	0	1	0	1	0	1	1	0	1	1	0	0	0
Medical Inspectors	5	0	5	0	5	0	4	1	4	4	1	4	4	1	4	2
Operations Officer	1	0	1	0	1	0	1	0	1	1	0	1	1	0	1	1
Asst. Cof.	1	0	1	0	1	0	1	0	1	1	0	1	1	0	1	1
Mails & Files	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Constabulary PSL	1	0	1	0	1	0	1	0	1	0	0	1	0	0	1	0
Intelligence	3	0	3	0	3	0	3	0	3	2	0	3	0	3	2	0
Personnel	3	0	3	0	2	1	2	1	2	2	1	2	2	1	2	2
Medical Officers	6	6	6	6	5	7	5	7	4	8	3	9	1	11	0	12
TOTALS	121	78	114	85	105	94	94	105	86	411	137	8	401	216	836	13346

A - American H -Haitian RM - Running Mates

a - Under one supervision. b - Two under supervision

In order that a sufficient number of Haitian Officers be trained for key positions, it is recommended that a system of "running mates" be instituted in 1933. The running mates will be Haitian Officers who will receive instructions in the duties which they are to take over in 1936.

ORGANIZATION (WAR)

801-200

Except for the nucleus of the Garde d'Haiti, which has been trained under American Officers, an Army for the Republic of Haiti, for war purposes, would have to be enlisted and trained. There is no reserve.

EQUIPMENT AND CLOTHING

801-300

Uniform clothing for the individual gardes is manufactured in the National Penitentiary at Port au Prince, from materials purchased abroad.

EQUIPMENT, INDIVIDUAL

801-400

Individual equipment is secured from the United States via its purchasing officer, the Depot Quartermaster, U.S. Marine Corps, Philadelphia, Pa., and is the standard U.S. Army Equipment.

ARTILLERY

802-100

There is no artillery.

AVIATION

802-200

Plans for an Aviation Branch in the Garde d'Haiti will be completed in the near future, details will be furnished.

CAVALRY

802-300

There is no cavalry. A great many of the districts and sub-districts of the Garde are provided with Garde mounts which they use in mounted patrols. Any additional mounts necessary for special purposes are usually secured locally by rental.

COAST ARTILLERY

802-400

There is no coast artillery.

ENGINEERS

802-500

There is no corps of engineers.

GAS

802-600

District Headquarters, which are in command of American Officers, have a supply of lachrymatory gas bombs for use in case of riot trouble.

INFANTRY

802-700

Infantry is the only combat branch in the Garde d'Haiti.

MEDICAL DEPARTMENT:

802-900

The Medical Service of the Garde d'Haiti is composed of American Naval Officers and petty officers of the U.S. Navy and graduate Haitian officers (physicians). The Medical Department is in the process of Haitianization at present, and there are some Haitian medical officers.

The enlisted men of the Medical Corps are trained in the duties of hospital corpsmen at a school maintained at the Garde Hospital, Caserne Dartiguenave, Port au Prince.

ORDNANCE:

802-1000

There is no Ordnance Corps in the Garde d'Haiti. All arms and ammunition are purchased abroad.

VETERINARY CORPS:

802-1100

There are no trained veterinaries in the Garde d'Haiti.

AVIATION

803

Landings:

803-200

Landing fields have been established, and are maintained for the use of U.S. Marine Corps airplanes, at the following places:

ANSE-A-GALETTS (Island of La Gonave):

Field one-half mile northeast of Anse-a-Galets. Land flat. Two runways, one 2,000 feet north to south, and the other 1,700 feet east to west. Prevailing wind southeast. Level, hard sand. Drainage good. Markings: wind cone. Obstructions: trees, mountain to south. Remarks: East side of field wet and soft after rains. Latitude 72 degrees, 51 minutes, longitude 18 degrees, 38 minutes. See photograph. (Government land.)

ANSE-A-PITRES:

Located one and one-half miles north of town and is 700 feet wide by 1,900 feet long. Level, hard clay and sand. Natural drainage. Prevailing wind, south. Field usually hard and dry, dries quickly after rains. Latitude 71 degrees 45 minutes, longitude 18 degrees 3 minutes. See photographs.

CAPE HAITIEN:

Located about two miles southeast of town, adjoining rifle range to the west, near ocean. Two-way field, 300 feet by 900 feet. Sand flat with grassy spot large enough for landing, southwest part of field. Prevailing wind northeast. Very poor natural drainage. Markings: Wind cone on building in northeast corner of field. Obstructions: Small hill northwest of field. Remarks: Very soft after a heavy rain. Low wire fence surrounding field. Latitude 72 degrees, 14 minutes, longitude 19 degrees, 47 minutes. See photograph. (Government land)

GONAIVES:

Located just south of town, on a large sandy saline, flat, 1,200 feet by 2,100 feet. Prevailing wind east. Natural drainage. Markings: Wind cone at south end of field. Remarks: Soft after heavy rain except a very small two-way strip on the southeast side of field. Latitude 72 degrees, 41 minutes, longitude 19 degrees, 27 minutes. See photograph (Government land).

HINCHE:

Located west of town. Small two-way field, northeast and southwest, 1,800 feet by 300 feet, narrow at ends. Hard grassy turf. Prevailing wind, northeast; drainage, natural and excellent. Markings: Wind cone on north side, barracks, and quarters on south side. About 900 feet above sea level. Obstructions: Trees on both approaches. Remarks: Excellent condition for landing after rain. Latitude 71 degrees, 59 minutes, 30 seconds, longitude 19 degrees, 8 minutes. (See photograph)

AVIATION - CONTINUED

803

Landings, Con't.

803-200

JEREMIE:

Located west of town on a bluff overlooking the ocean. Marked by a wind cone on Garde Headquarters building. Level green grass turf. Drainage natural. Field 900 feet by 300 feet, running east to west. Soft after rain. Obstructions: Trees to southeast and west, high mountains to the south. Prevailing winds northeast. Latitude 74 degrees, 7 minutes, Longitude 18 degrees, 38 minutes. See photograph.

MOLE ST. NICOLAS:

Located 3 miles north of town on government land. Two-way field, north and south, and is 1,200 feet long by 250 feet wide. Prevailing wind, north, Natural drainage. No obstructions. Dry after rain. Latitude 73 degrees, 22 minutes, longitude 19 degrees, 51 minutes. See photograph.

OUANAMINTHE:

Located one-half mile southwest of town. Two-way field, 300 feet wide by 2,700 feet long. Grass turf. South end of field, rough with small trees scattered about, not available for use. Prevailing wind northeast. Drainage: Natural, poor. Markings: None. Obstructions: Trees at north end of field. Field is very rough, and parts remain covered with water for several days after a heavy rain. See photograph.

PIGNON:

About one-half mile east of town, 1,700 feet long by 1,100 feet wide, running southwest and northeast. Surface, clay with grass covering most of the field. Drainage natural. Landings can usually be made after rains. Prevailing wind northeast. This field is usually in excellent condition with the exception of two small holes in the center of the field. When the grass is not too tall, these holes can be easily seen from the air. See photograph.

PORT AU PRINCE:

Bowen Field, leased to the U.S. Marine Corps. This field is located about 1,640 feet northeast of the Gare du Nord railroad station in Port au Prince, on Avenue Dessalines (a continuation of the Grande Rue). The field is 1,807 feet wide by 2,198 feet long. Level, sod. Drainage, natural, good. All facilities. Four hangars. Radio weather reports. Markings, names "BOWEN FIELD, PORT AU PRINCE," "GUANTANAMO CITY/297 M," "SANTO DOMINGO," with directional arrows and bearings on hangars; "N" Arrow on hangar. Illuminated wind tee and wind cone. Lighting, floodlights. Obstructions, 185 foot stack to the north, telephone lines to the south, 30 foot high-tension line on the west, 400 foot radio towers 3/4 mile south. Field in good condition after rains. See photograph.

AVIATION - CONTINUED

803

Landings, Con't.

803-200

PORT AU PAIX:

Located one-half mile west of the city of Port de Paix. Land owned by Mr. D.A. Bouzi and by Miss E.M. Loinaz, who authorize its use by the government as a landing field. Two-way field, north and south from the beach, 1,500 feet by 1,150 feet. Prevailing wind northeast. Natural drainage. Markings: Wind cone on east side of field. Obstructions: Trees, mountains to the south. Field very soft after rains. Latitude 72 degrees, 48 minutes, longitude 19 degrees, 57 minutes. See Photograph.

Tentative Landings:

803-300

CERCA-LA-SOURCE:

About one-half mile west of town. Is 1,700 feet long, and has various widths ranging from 150 feet to about 700 feet, running east and west. Surface, hard clay with grass spots. Drainage natural. Landings can be made at any time. Prevailing winds east. Obstructions, trees about 30 feet high on the west end. The whole field is on a plateau about 30 feet above the river bed which surrounds over half the field. This field is strictly an emergency field and should not be used by any but small land planes. 1,200 feet altitude. See photograph.

ST. MICHEL de l'Attalaye:

A plot of ground at L'Attalaye, 1,800 feet by 600 feet, located on the plantation of the West Indies Corporation, has been authorized to be used by the government, free of charge, for an aviation landing it being understood that any necessary up-keep of the field be performed by the Garde d'Haiti. This field is not needed, or used, at the present time by either the Garde or the U.S. Marine Corps.

The Officers of the Marine Corps, who have served with the Garde d'Haiti for a number of years under all conditions, report that the native Garde is loyal, courageous, and efficient. They respond to fair treatment, and conduct themselves creditably in action and in peace times. Their conduct in action during the Cacos Trouble, under both American Marine and Naval Officers, was excellent. Their conduct during the late strikes and civil disorders and election periods, was excellent. As a whole, the native Garde is to be considered an excellent soldier.

Their efficiency under American Officers is greater than among their native officers. It is thought that in time, with the training of the Haitian Officers, that the general efficiency of the Garde d'Haiti, when completely Haitianized, will not be greatly reduced. At least not below the capability of their respective commanding officers.



LEADER
OF
PALACE
BAND
(WHITE
DRESS)



CAPT. / ST. LT.
BAND
LEADER
2ND
LT.

Personnel - Numbers:

804-300

See Section 801-100

Personnel - Uniforms:

804-400

Service (khaki) and dress (white) uniforms are prescribed for officers of the Garde d'Haiti, while only the service (khaki) uniform and dungarees are prescribed for enlisted men, outside of the special uniform worn by members of the Coast Guard as mentioned in paragraph 903-1000. Enlisted men of the Garde may wear a blouse should they so desire, this blouse to be provided at their own expense. Officers of the Garde d'Haiti are authorized to wear civilian clothes when not on duty.

Officers' Devices and Insignia of rank: Insignia, Haitian, (bronze for khaki or service uniforms, and gilt for white or dress uniforms). This insignia is of metal, and is manufactured with the words "Garde d'Haiti" appearing just below the Haitian coat of arms. This device is worn on the coat lapels when the coat is worn, on the service cap, or, when the helmet is worn, at the front seam of the helmet just above the insignia of rank.

Insignia of rank (bronze for khaki or service uniforms, and gilt for white or dress uniforms).

For a Major General, four stars of five points, each of such size as to exactly fit in a circle whose diameter is $3/4$ of an inch.

For a Brigadier General, three stars similar to the above.

For a Colonel, two stars similar to the above.

For a Major, one star similar to the above.

For a Captain, three right-angled chevrons, joined together under their outer edges by thin rigid metallic straps $1/8$ inch wide, adjoining chevrons to be spaced $1/4$ inch apart, sides of chevrons to be $5/16$ inch wide and upper surface to be slightly rounded and to contain five large corrugations interspersed with small corrugations, width of device over all $1-1/8$ inches, and to have a clasp pin on the under side at right angles to the sides for attaching to shoulder strap.

For a First Lieutenant, two of such chevrons.

For a Second Lieutenant, or for an Aspirant Officer, one chevron, without metal holding straps.

The insignia of rank for Captains, First and Second Lieutenant is worn with the chevron pointing down when worn on helmets or shoulder straps, and with the point toward the front opening of the collar when worn on shirt collars. Aspirant Officers wear the chevron of



27 27
2nd



27 27
1st

the Second Lieutenant in the inverted position, that is, with the point up when worn on helmets or shoulder straps, and with the point toward the rear when worn on shirt collars.

In addition, American officers and noncommissioned or petty officers, holding commissions as officers of the Garde d'Haiti, wear their respective United States service collar ornaments, if such exist, as well as the Haitian coat of arms device. Officers whose United States uniforms do not include a collar ornament shall wear the same ornament as is worn by commissioned officers of their respective branches of the United States service. Medical Officers shall wear the caduceus.

The service uniform for officers of the Garde, including the Coast Guard and Medical Department, is identical to the service uniform worn by officers of the United States Marine Corps, with the exception of the Haitian coat of arms device, and the insignia of rank, as described above. The helmet is worn with this uniform, though after 1:00 p.m., on week days, and on Sundays and Holidays, the service cap may be worn in lieu thereof if so desired by the individual. The only exception to this is that Aides de Camp wear the standard Marine Corps Officers' cap instead of the helmet. Sam Browne belts are worn by all officers.

The dress uniform for officers of the Garde d'Haiti, consists of white trousers and a white blouse with standing collar. The head-dress consists of either a white helmet or a white cap; the cap conforming to Marine Corps specifications.

Enlisted Men's Chevrons and Special Insignia: The Haitian coat of arms device, similar to that worn by officers, is an item of issue to all enlisted men of the Garde, and is worn by them on their hat or cap.

A special insignia consisting of a red flannel letter "P" is worn on the left sleeve, near the shoulder, by all members of the 4th Company Police, in Port au Prince, and a bronze "GP", about 1-inch in height, is worn on the shirt collar (also on the blouse when worn) by all members of the Palace Guard, 18th Company.

Chevrons, similar to those worn by noncommissioned officers of the United States Marine Corps, except manufactured of red flannel, are issued and worn by all enlisted men of the Garde d'Haiti.

The enlisted men of the Garde only wear or use arms, clothing equipment, etc., issued by the Quartermaster, Garde d'Haiti, and such articles so acquired shall be deemed in conformith with regulations. The uniform consists of a khaki shirt (or blouse when authorized), breeches or trousers, and a khaki hat or cap, and canvas leggings. The leggings are only worn with breeches, and the cap, very similar to the type used by enlisted men of the U.S. Marine Corps, is worn by



CAPT.



Sgt. Major

members of the Palace Band, Cadets at the Ecole Militaire, members of the 18th Company and by enlisted chauffeurs instead of the hat. Members of the Palace Guard (18th Company) wear a blouse, and a russet belt.

PERSONNEL - RANKS:

804-500

See Sections 801-100; 804-700; 901-300; 901-500; and 903-200.

PERSONNEL - TRAINING:

804-600

A school for trumpeters is maintained at the Caserne Dartiguenave, Port au Prince, supplying qualified trumpeters to all depts.

Training of enlisted men for clerical duty is carried on in schools maintained at all department headquarters.

Non-commissioned Officers' schools have been conducted diligently at all district and sub-district headquarters, and, in addition, all Garde units to which illiterates are attached, have special instruction for the instruction of these illiterates. A number of Gardes have been trained as chauffeurs and mechanics, at the service department headquarters, and at the Garde Garage at Port au Prince.

Routine Training: Enlisted men of the Garde have received routine training in drills, ceremonies, barracks routine, and, in addition, the periodical rotation between district headquarters and outposts have given the men opportunity to gain practical duty of that nature.

Riot Drills: All native members of the Garde d'Haiti have been trained in riot drill. This training was conducted before the populace, and had a marked moral effect.

Rifle Marksmanship: Rifle marksmanship training has been carried on each year with gratifying results. The following course is fired for qualification:

"A" Target, ten-inch bullseye,
50 shots at 200 yards; 30 slow and 20 rapid.
Slow Fire; 10 shots, standing, 10 shots kneeling and 10 shots prone.
Rapid Fire: 10 shots standing to sitting; 10 shots standing to prone.

1,219 Gardes fired the course during 1931. Of this number, 918, or 86.9% attained marksmanship, sharpshooter or expert rifleman. This percentage compares favorably with the 1930 percentage of 71%.

Results of rifle marksmanship training by departments were as follows:

DEPARTMENT OR PLACE	NUMBER FIRED	NUMBER QUALIFIED	PERCENTAGE QUALIFIED
Ecole Militaire	44	44	100%
North	215	194	93.4
Port au Prince	446	327	73.6
South	174	126	72.2
Center	135	92	69.8
West	205	135	65.9

Bayonet practice: During 1930, bayonet qualification courses were constructed at the various district headquarters or places accessible to all commands. They were made of salvaged material and built by prison labor. The interest displayed by the individual Gardes in this form of combat has not decreased and the results have been gratifying. 1,994 men ran the bayonet course during the year 1931, of whom 1,473 qualified, a percentage of 74.6%, as compared with the percentage of 60.36% attained in 1930, the year that the course was introduced in the Garde.

The results obtained in the various departments are as follow:

DEPARTMENT OR PLACE	NO. OF MEN RUNNING COURSE	NO. OF MEN QUALIFIED	PERCENTAGE QUALIFIED
North	421	384	91.5%
Center	251	208	83.4
South	262	214	81.3
West	249	213	77.9
Port au Prince	811	454	53.3

Distribution: See Section 801-100.

THE ECOLE MILITAIRE:

The Ecole Militaire was established as a permanent separate institution in August, 1930. Four hundred (400) civilian candidates appeared for examination for admission to the Ecole Militaire. Of this number, forty (40) were selected by competitive examination. The examination consisted of the academic subjects given in the curricula of Haitian Colleges. In addition to the civilian cadets, thirteen (13) non-commissioned officers were enrolled in the first class of the Ecole Militaire. All students were classified as cadets.

The course started 1 October, 1930, and closed 18 August, 1931 and forty-four (44) cadets graduated.

Immediately upon the graduation of the 1931 class of cadets, a new class was formed.

The procedure followed in 1930, was observed. Widespread publicity was given to the proposed re-opening of the school, and, as a result, the selection of the best available material was assured.

The general qualifications of the civilian candidates were that the applicant be between the ages of 21 and 27, unmarried, of good moral character, physically fit, and have the equivalent of a Haitian College education. Six hundred and forty applications were received. The applicants were given a preliminary examination before departmental boards and 140 young men were selected to appear before the final examining board of officers. Forty of these were selected by the examining board, and, on 1 October, 1931, began their studies in the Ecole Militaire. It is intended that this course shall continue for a period of 2-1/2 years.

The school is housed in a modern building located in the Bois Saint-Martin section of Port au Prince. This building, turned over to the Garde by the Haitian Government in 1931, was originally constructed for use as an industrial school but never occupied. With but few alterations, it was found to be ideally suited for the needs of the Ecole Militaire. There was ample space for squadrooms, a mess hall, study rooms, and kitchen facilities.

The building is so isolated that the students are not disturbed in their studies. The cadets live at the school and are granted liberty under the same conditions as liberty is given to midshipmen at the United States Naval Academy at Annapolis, Maryland.

The regulations of the Ecole Militaire are based upon the regulations of the United States Naval Academy at Annapolis, Maryland, and, to a limited extent, on the regulations of the Command and General Staff School of the United States Army at Fort Leavenworth, Kansas. The teaching methods are based chiefly upon those used at the Infantry School, United States Army at Fort Benning, Georgia. However, these have been modified to suit local conditions and the mental qualifications of the Haitian cadets. Certain phases of the methods employed at the United States Naval Academy have also been adopted at the Ecole Militaire. The result from an academic and disciplinary standpoint have been highly satisfactory.

The subjects in the curriculum are divided as follows:

Infantry - to include close and extended order drill, physical drill under arms, and bayonet fencing.

Administration - to include Garde regulations and orders.

Law - to include Military Law, Code Penal, Code Rural and the Code Civil.

Quartermaster Accountability - to include all work connected with the Service of Supply required of a District Commander.

Guard Duty - to include the Manual of Interior Guard Duty.

Ceremonies - to include Guard Mounting, Reviews, Parades, Inspections, Manual of the Sabre and Funerals.

Customs of the Service - to include social and military etiquette and routine customs of the service.

Police Methods - to include routine operations of police stations of the larger cities of Haiti.

Tactics - to include street fighting, handling of mobs and such service in the field as might be required of Haitian Officers, combat principles of small units in bush warfare, and conduct in field operations.

First aid and Sanitation - to include the course generally given in officers' schools in the United States, with particular attention to sanitation. Particular emphasis is placed on instruction in this subject. The Public Health Service in Haiti does not have sufficient funds and officers to enforce sanitary regulations in all of the smaller towns. The chief aim of this course is to acquaint the Haitian officers with the rudiments of sanitation, and the necessity for enforcing sanitary regulations in cooperation with the Public Health officials.

Musketry - The complete course as outlined in United States Training Regulations, No. 145-5, on this subject.

Scouting and Patrolling - the complete course as outlined in United States Training Regulations, No. 200-5, on this subject to include map reading.

Athletics - to include calisthenics, basket ball, hand ball, tennis, swimming, boxing, soccer, fencing, volley ball and bayonet fencing. Athletics are given four times a week for periods of two hours each, to include the subjects mentioned above. It is the intention to establish a game of lacrosse as part of the instruction next year. The school has a regular soccer team which belongs to the local sport association in Port au Prince.

Rifle and Pistol Marksmanship-to include the course normally given at the Basic School, Fort Benning, Georgia.

Post Graduate Course: An experimental post-graduate course for the older Haitian officers has been established at the Ecole Militaire. It has been found that it will be necessary to establish a regular service school for Haitian officers. This course will last twelve months and will include the following subjects: Review of Infantry Drills, Rifle Marksmanship, Bayonet, Ceremonies, Quartermaster Work and Administration. The following subjects will be given in detail:

Musketry
Scouting and Patrolling, to include map reading
Tactics
Higher Staff Work.

It is contemplated that this class will consist of about twenty of the older Haitian officers each year, and will continue in addition to the regular course of instruction given to the cadets at the Ecole Militaire, who will normally have a two and one-half year course.

Practical work - During each course at the Ecole Militaire, cadets are sent to the districts for a period of several months for practical work in the districts, after which they return to the Ecole Militaire to finish their instruction.

Textbooks - The textbooks used are chiefly translation of the United States Army Training Regulations. These are printed in permanent form to be also issued to the Garde.

Every effort is made to teach the Haitian Officers and cadets to become instructors themselves. Practically all instruction is done by Haitian officer under the supervision of the Commandant and the Assistant Commandant of the school, who are the only American officers at the school. Cadets are required to accept the maximum responsibility in the performance of duty throughout the course.

In view of the fact that the Cadets and Haitian Officers at the Ecole Militaire are receiving the benefit of the experience obtained at the United States Naval Academy, and the Army and Marine Corps Schools, it is believed that the Haitians are being properly equipped professionally to perform their duties in the Garde.

Army, Continued

Pay:

804-700

The monthly pay of officers and enlisted men of the Garde d'Haiti is as follows:

Major General (Commandant of the Garde d'Haiti)	\$250.00
Brigadier General (Chief of Staff)	200.00
Colonel	200.00
Major	150.00
Captain	150.00
First Lieutenant	100.00
Second Lieutenant	60.00
Aspirant Officer	48.00
Sergeant Major	30.00
First Sergeant	25.00
Sergeant	20.00
Corporal	15.00
Lance Corporal (Medical Department only)	12.00
Private, and Musician	10.00

In addition to the above, Haitian Second Lieutenants and Aspirant Officers are paid \$15.00 per month, in lieu of quarters.

All enlisted men are allowed \$1.80 per month for clothing, except members of the Palace Band and the 18th Company of the Garde d'Haiti, who, on account of the special duty they perform, are allowed \$3.00 per month for clothing.

Married enlisted men, and enlisted men on special duty who are not quartered in Garde barracks, are allowed \$4.50 per month for rations.

ELEVATIONS:

Table showing elevation above sea level of various CITIES AND TOWNS of the Republic of Haiti - 18 July, 1932.

MILITARY DEPARTMENT OF THE NORTH

ELEVATION - FEET

Cape Haitian	sea level to 200 ft.
Acul-du-Nord	
Plaine-du-Nord	about 20 ft.
Quartier-Morin	10 to 15 ft.
Le Borgne	sea level to 10 ft.
Port Margot	about 30 ft.
Plaisance	about 1,968 ft.
Limbe	about 50 ft.
Pilate	about 1,640 ft.
Grande Riviere	155 ft.
Bahon	275 ft.
Dondon	1,370 ft.
Milot	132 ft.
La Citadelle	2,700 ft.
Le Trou	80 ft.
Limonade	45 ft.
Sainte Suzanne	
Terrier Rouge	100 ft.
Caracol	sea level
Ouanaminthe	75 ft.
Capotille	300 ft.
Ferriere	50 ft.
Fort Liberte	30 ft.
Mt. Organise	2,700 ft.
Carice	2,500 ft.
Vallieres	1,600 ft.
Mombin Crochu	1,400 ft.
Les Perches	250 ft.
Acul Samedi	200 ft.

MILITARY DEPARTMENT OF THE SOUTH

Petit Goave	6 ft.
Grand Goave	15 ft.
Leogane	20 ft.
Trouin	90 ft.
Anse-a-Veau	from 4 to 30 ft.
Petit-Trou-de-Nippes	2 ft.
Baraderes	15 ft.
Miragoane	4 ft.
Petite-Riviere-de-Nippes	4 ft.
St. Michel-du-Sud	500 ft.
Jeremie	sea level to 500 ft.
Dame Marie	
Anse d'Hainault	6 ft.
Tiburon	9 ft.
Corail	6 ft.

Topography, Con't.

ELEVATIONS: (CONTINUED)

Table showing elevation above sea level of various CITIES AND TOWNS:

<u>MILITARY DEPARTMENT OF THE SOUTH: CON'T.</u>		ELEVATIONS - FEET	
Pestel		from 8 to	15 ft.
Roseaux		from 75 to	10 ft.
Abricots			225 ft.
Moron			350 ft.
Aux Cayes			6 ft.
Camp Perrin			831 ft.
Chantal			500 ft.
St. Jean-du-Sud			6 ft.
Torbeck			6 ft.
Aquin			
St. Louis-du-Sud			5 ft.
Cavaillon			7 ft.
Port a Piment			3 ft.
Roche a Bateaux			3 ft.
Chardonniers			3 ft.
Les Anglais			15 ft.
Port Salut			3 ft.
Damassin			4 ft.
Coteaux			
<u>MILITARY DEPARTMENT OF THE CENTER:</u>			770 ft.
Hinche			
Cerca Carvahal			
Thomonde			755 ft.
Los Palos			1,304 ft.
Cerca-la-Source			
Castilleur			1,705 ft.
Lamielle			853 ft.
Thomassique			
Maissade			663 ft.
Madam Joie			
Las Cahobas			754 ft.
Savanette			
Mirebalais			
Saut d'Eau			
Terre Rouge (the mountain "Terre Rouge, 2,836 feet) estimated.			3,935 ft.
Belladere			
Roi Sec			
<u>MILITARY DEPARTMENT OF PORT AU PRINCE:</u>		sea level	
Port au Prince			4,000 ft.
Petionville			2,500 ft.
Fond Verrettes			200 ft.
Ganthier			
Furey			

ELEVATIONS: (CONTINUED)

Table showing elevation above sea level of various CITIES AND TOWNS:

<u>MILITARY DEPARTMENT OF PORT AU PRINCE: CON'T.</u>	<u>ELEVATION - FEET</u>
Fond Parisien	5,050 ft.
Kenscoff	200 ft.
Croix-des-Bouquets	4,500 ft.
Thomazeau	60 ft.
Poste Lathan	150 ft.
Glore	40 ft.
Orangers	2,500 ft.
Arcahaie	10 ft.
Cabaret	10 ft.
Luly	10 ft.
Cornillon	2,800 ft.
St. Pierre	2,850 ft.
Jacmel	
Marigot	
Cayes-Jacmel	2-1/2 to 23 ft.
Bainet	2 to 3 ft.
Cotes-de-Fer	23 ft.
Anse-a-Pitres	50 ft.
Grand Gosier	
Sal Trou	
Banane	
Island of La Gonave:	

Mountains range from 1,000 to 2,000 feet in height.

MILITARY DEPARTMENT OF THE WEST:

Gonaives	sea level to 10 ft.
Ennery	sea level to 320 ft.
Gros Morne	
Terre Neuve	
Anse Rouge	sea level to 5 ft.
Port de Paix	40 ft.
St. Louis du Nord	sea level to
Anse-a-Foleur	sea level to
Bassin Bleu	
Jean Rabel	
Mole St. Nicolas	
St. Marc	sea level to 20.ft.
Grande Saline	
Desdunes	
Petite Riviere del'Artibonite	about 115 ft.
Les Verrettes	
La Chapelle	
Perodin	about 2,300 ft.
St. Michel	1,594 ft.

ELEVATIONS: (CONTINUED)Table showing elevation above sea level of various CITIES AND TOWNS:MILITARY DEPARTMENT OF THE WEST: CON'T.ELEVATION - FEET

Marmelade

L'Attalaye

St. Raphael

1,150 feet.

Ranquitte

Pignon

La Victoire

Bombardopolis

650 feet.

DEPOTS

807

Depots: (See Appendix in rear of Monograph)

807-100

The Headquarters of the Service of Supply of the Garde d'Haiti is located in Port au Prince. The present source and method of supply is as follows:

(a) BASE SUPPLY:

Garde Depot of Supplies, located in Port au Prince, for all activities of the Garde located in the Republic of Haiti.

(b) NORTHERN AREA:

Depot Quartermaster, at Cape Haitien, with a small Quartermaster Supply Depot, which functions only as an auxiliary of the main Depot of Supplies in Port au Prince, and as a forwarding agency in supplying, and requisitioning for, the needs of organizations of the Garde in the Military Department of the North.

Supplies for St. Marc are usually shipped from Port au Prince via the railroad operating between these two points; supplies to other organizations in Haiti are transported by motor trucks operated by the Garde, except to the seacoast towns of Jeremie, Gonaives, Port de Paix, Anse-a-Galets, on the island of La Gonave, and to Gonaives for further shipment to St. Michel. Supplies for these latter posts are generally shipped by motor boats or via small coastwise sailing vessels.

Supplies for the 200 officers, and 2,356 enlisted men of the line, the 83 enlisted men of the medical service, the 50 enlisted men of the Palace Band, and the 38 men of the Coast Guard, for a period of six months, are kept in stock at the Depot of Supplies of the Garde d'Haiti in Port au Prince.

Arsenals:

807-200

Infantry ordnance, in sufficient quantity only to meet the immediate needs of the personnel stationed in the district, are maintained at the various district headquarters.

The main ammunition depot is located in Port au Prince, and the ammunition is stored at Fort Islet. Five-hundred thousand (500,000) rounds of caliber .30 rifle ammunition, and twenty-five thousand (25,000) rounds of caliber .45 revolver ammunition is kept in reserve.

Black powder, dynamite, and other blasting equipment used by the Public Works Department of Haiti is stored at Fort National in Port au Prince.

ORGANIZATION

901

DEPARTMENT

901-100

The Coast Guard is organized as a district, the commanding officer thereof being directly responsible to the Commandant of the Garde d'Haiti. This district includes the Coast Guard vessels and the Navy Yard at Bizoton, each of these sub-divisions being a sub-district of the Coast Guard. Headquarters of the Coast Guard (or Garde-Cotes) is located at the Navy Yard, Bizoton, Port au Prince. The Navy Yard is situated on the Bizoton (Port au Prince - Jacmel Road) Road, approximately three miles from the center of Port au Prince.

FLEET

901-200

Though an effort has been made for some years to obtain a ship of the lighthouse tender type, due to the state of finances of the Republic of Haiti, no ship has yet been purchased, nor is the acquisition of such a ship expected for some years. Boats of the present type are sufficient to carry on the buoy work, and, from the standpoint of economy, no larger ship is desirable. The present fleet consists of one gig and four launches, as follows:

- #1 Gig - 24 foot boat, 20 H.P. Kermath marine engine, with a cruising range of 80 miles, at 7-1/2 knots per hour maximum speed.
- #2 Launch - 40 foot, 35 H.P. Kermath marine engine, with a cruising radius of 125 miles, at 6-1/2 knots per hour maximum speed. (Cabin cruiser)
- #3 Launch - 40 foot, 35 H.P. Kermath marine engine, with a cruising range of 100 miles, at 6 knots maximum speed. General work boat, equipped with a winch for buoy lifting.
- #4 Launch - 36 foot, 15 H.P. Deisel marine engine, with a cruising range of 90 miles, at 6-1/2 knots maximum speed. (General use)
- #5 Launch - 24 foot, 8 to 10 H.P. Kermath marine engine, with a cruising range of 60 miles, at 5 knots maximum speed. (Local harbor trips)

In addition to the above, six motor boats, four of which have been in storage for several years due to reduced appropriations for their maintenance, are on hand in the Garde d'Haiti, not under Coast Guard control, and are assigned to the use of District Commanders. One of these boats is assigned to the District Commander of La Gonave, and the other is in use by the District Commander of Port-de-Paix.

NAVAL DISTRICTS

901-300

The enlisted personnel of the Coast Guard is divided into two branches, the Ship's Company and the Guard (or Marines). The Ship's Company is entrusted with the upkeep of buildings and grounds belonging to the organization, the operation of machine and boat shops, maintenance of the lighthouse system of Haiti, operation of the motor boats of the Coast Guard, and the care and upkeep of the buoyage system of Haiti. The Ship's Company consists of 21 enlisted men.

MARINES

901-500

The Guard, in addition to supervising prisoners maintained for police details and working parties, functions also as police outside of the Navy Yard from the northern limits of sections Bizoton and Thor (the coastline beach) to a line from east to west through the sections of Bizoton and Thor one mile south of the main highway, and from the eastern limits of the section of Bizoton, to the western border of the section of Thor. Persons arrested in the District of the Coast Guard are forwarded to the Central Police Station in Port au Prince, with a full report of the case and witnesses, which latter organization prepares and sends the cases to the proper court for trial. The Guard Company consists of 17 enlisted men.

POLICY:

902

LOGISTICS

902-200

The grounds of the Coast Guard at Bizoton measure about 616 feet in length along the water front, and 434 feet in depth, extending from the road known as the Bizoton (or Port au Prince - Jacmel) Road back to the shore line. There are seven buildings and structures distributed over this property, the description and use of each of these being as follows:

1. Office building, 34.5 feet long by 20 feet wide, built of reenforced blocks. It is divided into two large airy rooms, and a toilet and shower. The flooring throughout this building is tile.
2. Boat House, 45 feet long by 13.5 feet wide, used to house the Coast Guard gig.
3. Guard House and Barracks, 55 feet wide by 72 feet long, used for housing about 40 prisoners, and the 17 enlisted men. Alongside are located the outhouses comprising kitchen, mess hall, latrine and shower baths for these men.
4. Ship's Company barracks, a wooden structure 45 feet by 18 feet, containing a kitchen, mess hall, and sleeping quarters with bunks for 21 men.

5. Carpenter Shop, a reenforced steel and brick structure, 34 feet by 67 feet.
6. Machine Shop of reenforced steel and brick, 45 feet by 197 feet. This is a two-story building, and at the southern end, on the upper floor, is a five-room apartment used as permanent quarters by Haitian officers assigned to the Coast Guard.

This shop is capable of making repairs on the boat equipment, as well as to automobiles assigned to the district, and contains the following equipment:

- 1 PRATT & WHITNEY model B machine lathe, 13-inch;
- 1 SEBASTIAN 13-inch swing machine lathe;
- 1 OSTER 1/4" to 2" pipe threading machine;
- 1 ROBERTSON 8" power saw;
- 1 PEXTO shear cutter machine;
- 1 HENDEY HORTON #2-A Universal milling machine with boring attachment;
- 1 WESTINGHOUSE electric tool grinder;
- 1 BLACK & DECKER complete valve grinding outfit;
- 1 MYERS drill press;
- 1 AURORA drill press;
- 1 CINCINNATI shaper;
- 1 GREENERD #3-; /2 arbor press;
- 1 Blacksmith's forge;
- 1 Acetylene welding outfit, complete;
- 1 Air compressor;
- 1 Floor crane with a capacity of 1-1/2 tons; and
- 1 Tool room fully equipped with accessories for the proper functioning of this shop.

PERSONNEL:

903

NUMBERS

903-100

At the present time the personnel of the Coast Guard consists of 1 Major (a Lieutenant of the U.S. Navy); 1 Acting Captain holding a commission as a First Lieutenant in the Coast Guard (a Chief Boatswain in the U.S. Navy); 2 First Lieutenants (1 Chief machinist's Mate and 1 Boilermaker 1st-class in the U.S. Navy); 3 Haitian Aspirant Officers, and 38 enlisted men. These enlisted men are divided into two separate organizations as shown under Sections 901-300 and 901-500. There are no reserve or auxiliaries.

RANKS

903-200

The ranks in the Coast Guard (Garde-Cotes) of Haiti are shown below, with the corresponding rank in the U.S. Navy set opposite each:

<u>Coast Guard</u>	<u>U. S. Navy</u>
Major	Lieutenant Commander
Captain	Lieutenant (s.g)
First Lieutenant	Lieutenant (j.g)
Aspirant Officer (not shown in complement for Coast Guard)	Chief Petty Officer
Sergeant	Petty Officer
Quartermaster	Seaman.
Seaman	

TRAINING, OFFICERS

903-400

Haitian officers of the Coast Guard of Haiti receive the same training as officers of the other branches of the Garde d'Haiti, and are graduates of the Ecole Militaire, which school is described in detail under Section 801-100.

Applicants for the Ecole Militaire must be between the ages of 21 and 27, unmarried, of good moral character, physically fit, and have the equivalent of a high school education, and be of Haitian citizenship. Graduates of the Ecole Militaire who, through previous training in engineering, or previous occupation, show an aptitude for such service, are given preference for assignment to the Coast Guard. Upon assignment, they are then given further instruction by American Naval Officers and Chief Petty Officers of the U.S. Navy, now assigned to the Coast Guard as commissioned officers of the Haitian government, in the maintenance, operation and repair of coast guard boats, equipment, lighthouses and buoyage systems of Haiti, as well as in the office work connected with this branch of the service.

DISCIPLINE

903-600

The Coast Guard (Garde-Cotes) is a constituent part of the Garde d'Haiti, and the personnel thereof is subject to all laws, regulations and instructions promulgated or issued from time to time for the government and guidance of the Garde d'Haiti, except when specifically exempted from the application of such laws, regulations or instructions.

PAY

903-900

Members of the Coast Guard (Garde-Cotes) of Haiti receive the following pay:

Pay, Con't.

903-900

RANK	RELATIVE USN OR USMC RANK	BASE PAY	CLOTHING ALLOWANCE
Major	Lieutenant Commander, USN.	\$150.00	
Captain	Lieutenant, senior grade	150.00	
First Lieutenant	Lieutenant, junior grade	100.00	
Sergeant	Chief Petty Officer	20.00	\$1.80
Quartermaster	Petty Officer	15.00	1.80
Seaman	Seaman or Private	10.00	1.80

UNIFORMS

The standard uniforms of the enlisted men of the Coast Guard is as follows:

Working clothes: Dungaree jumper and trousers.

Dress uniform: White jumper with blue collar in back, having a large white anchor at each corner of the collar, black silk neckerchief, white sailor trousers, and tan shoes.

The uniforms of the officers of the Coast Guard is in every respect similar to the uniforms authorized for the other branches of the Garde d'Haiti.

NAVY - CONTINUED

900

Hydrography:

909

Surveying:

909-100

The Haitian Coast Guard handles any surveying of the coast line required in addition to that covered by the U.S. Navy, charts covering which have been mentioned in section 913-100.

Coast Lines:

909-200

U.S. Hydrographic Charts and Maps covering the Coast Lines of Haiti, showing the various depths found, will be found referred to in section 913-100.

In addition, lighthouses and special beacons are located along the coast line of the Republic of Haiti as follows:

Lighthouse No. 1940, Picolet Point (or Point Picolet), (H) West side of entrance to Cape Haitien Harbor; Geographical position; Latitude North 19.47.40, Longitude West 72.11.40; Number, character, period and power Fl. W. period 3 sec, flash 0.3 sea. ecl. 2.7 sec.; Height of light above high water 140 feet; distance visible in nautical miles 15; description of lighthouse: Cylindrical tower on white pyramidal base; Remarks; Obscured when bearing E. of 145 degrees and over the harbor.

Lighthouse No. 1937, East Point Tortuga Island, (H); Geographical position, Latitude North 20.00.37, Longitude West 72.37.45; Number, character, period and power: Fl. W. period 10 sec. flash 1 sec. ecl. 9 sec.; Height of light above high water 61 feet; distance visible in nautical miles 9; Description of lighthouse: Tower, white target on E. side, 30; Remark: Obscured in Tortuga Channel N. of the bearing 68 degrees.

Lighthouse No. 1936, West Point Tortuga island, (H); Geographical position, Latitude North 20.04.30, Longitude West 72.58.15; Number, character, period and power: Fl. W. period 5 sec, flash 0.5 sec. ecl. 4.5 sec.; Height of light above high water, 85 feet; distance visible in nautical miles 9; Description of lighthouse: White concrete house, black cross on four sides, 30; Remarks: Obscured in Tortuga Channel N. of the bearing 296 degrees.

Lighthouse No. 1935, Cape Mole St. Nicolas, Geographical position, Latitude North 19.50.30, Longitude West 73.25.30; Number, character, period and power: Fl. W. period 3 sec. flash 0.3 sec., ecl. 2.7 sec.; Height of light above high water 153 feet; distance visible in nautical miles 9; Description of lighthouse; White house with red lantern, 14, on cliffs, 14 feet high.

Lighthouse No. 1973, Pierre Head (or La Pierre), (H), on North side of entrance to Gonaives harbor; Geographical position, Latitude North 19.27.29, Longitude West 72.45.56; Number, character, period and power: Fl. W. period 6 flash 0.6 sec. ecl. 5.4 sec.; Height of light above high water 318 feet; distance visible in nautical miles 11; Description of lighthouse: White square stone tower.

NAVY - CONTINUED

900

Hydrography: (Continued)

909

Coast Lines: (Continued)

909-200

Lighthouse No. 1960, Pointe Gravois (E) U; Geographical position, Latitude North 18.01.25, Longitude West 73.53.50; Number, character, period and power: Fl. W. period 10 sec. flash 1 sec. ecl. 9 sec; Height of light above high water 44 feet; Distance visible in nautical miles 9; Description of lighthouse: White steel tower; red lantern, white house at base; Remarks: Visible from 110° to 330°.

Lighthouse No. 1961, Vache Island (E) east end, (or Ile-a-Vache); Geographical position, Latitude North, 18.03.35, Longitude West 73.34.00; Number, character, period and power; Fl. W. period 3 sec. flash 0.3 sec. ecl. 2.7 sec; Height of light above high water 32 feet; Distance visible in nautical miles 9; Description of lighthouse: White concrete house with red stripe on each side.

Lighthouse No. 1959, Cape Jacmel (E); Geographical position; Latitude North 18.09.50, Longitude West 72.31.45; Number, character, period and power: Fl. W. period 5 sec. flash 0.6 sec. ecl. 5.4 sec.; Height of light above high water 127 feet; Distance visible in nautical miles 9; Description of lighthouse: White skeleton iron tower; red lantern; 20.

Lighthouse No. 1963, Great Cayemittes Island (E) N. point (or Great Cayemittes); Geographical position, Latitude North 18.39.30, Longitude West 73.45.10; Number, character, period and power: Fl. W. period 5 sec. flash 0.5 sec. ecl. 4.5 sec.; Height of light above high water 42 feet; Distance visible in nautical miles 9; Description of lighthouse: White skeleton iron tower, red lantern, black diamond, daymark.

Special beacon, front, on the north tower of the Catholic Cathedral of Port au Prince, Red light; Distance visible in nautical miles 12.

Special beacon, rear, near southwest corner of Fort Alexander (Fort National), 900 yards inland from front light on the Cathedral, Red light; Distance visible in nautical miles 12. Range lights 104°.

The above two mentioned special beacons are range lights for ships entering the harbor of Port au Prince.

The RED lights are shown from warehouse on Port au Prince deck when ships are docking at night. One light exhibited on West corner and the other on Southeast corner of dock, lights in line 600 feet apparently.

NAVY - CONTINUED

900

Hydrography: (Continued)

909

Coast Lines: (Continued)

909-200

A searchlight located on Fort Islet near the outer end of the Port au Prince dock, illuminates a buoy for aid to native schooners entering the north channel.

Blueprint showing location of lighthouses of Haiti shows their relative positions.

Lighthouse No. 1970, St. Marc Point (H); Geographical Position Latitude North 19.02.28, Longitude West 72.49.00; Number, character, period and power: Fl.W. period 3.375 sec. flash 0.375 sec., ecl. 3.375 sec. Height of light above high water 96 feet; distance visible in nautical miles 9; Description of lighthouse: White framework tower, bull's eye on W. side.

Lighthouse No. 1964, Gonave Island, West Point (H), (or West Point Gonave); Geographical Position, Latitude North 18.55.22, Longitude West 73.17.37; Number, character, period and power: Fl. W. period 8 sec. flash 0.6 sec. ecl. 5.4 sec.; Height of light above high water 52 feet; Distance visible in nautical miles 9; Description of lighthouse: White iron framework tower, red lantern.

Lighthouse No., Gonave Island, East Point (Fantasque Point) Geographical Position, Latitude North 18.41.48, Longitude West 72.49.15; Number, character, period and power: Fl.W. period 3 sec. Flash 0.3 sec. ecl. 2.7 sec; Height of light above high water 50 feet, distance visible in nautical miles 9.

Lighthouse No. 1969, Arcadins (H), on central or largest of Arcadins Islands N.W. point, (U), Geographical Position, Latitude North 18.43.25, Longitude West 72.33.52; Number, character, period and power: Fl. W. period 5 sec. flash 0.5 sec. ecl. 4.5 sec.; Height of light above high water 41 feet; Distance visible in nautical miles 9; Description of lighthouse: Circular, iron, white, 31; Remarks, obscured between 358 degrees, 30 minutes and 12 degrees by trees on the SW. islet.

Lighthouse No. 1966, Lametin Point (U), or Lametin, Geographical Position, Latitude North 18.33.25, Longitude West 72.24.30; Number, character, period and power: Fl. W. period 3 sec. flash 0.5 sec. ecl. 2.7 sec.; Height of light above high water 106 feet; Distance visible in nautical miles 15; Description of lighthouse: Circular, iron, white, 93.

NAVY - CONTINUED

900

Hydrography: (Continued)

909

Coast Lines: (Continued)

909-200

Lighthouse No. 1985, Rochelois Bank (H), in Gonave Channel on Piregues Rocks (U); Geographical Position, Latitude North 18.33.34, Longitude West 73.12.00; Number, character, period and power: Fl. W. period 3 sec. flash 0.3 sec. ecl. 2.7 sec; Height of light above high water 30 feet; Distance visible in nautical miles 9: Description of lighthouse: White framework tower, with black band; lantern red; small hut at base on S. side.

Lighthouse No. 1962, Cape Dame Marie (H); Geographical Position Latitude North 18.36.45, Longitude West 74.25.43; Number, character, period and power: Fl.W. period 15 sec. flash 1.5 sec. ecl. 13.1 sec; Height of light above high water 123 feet; Distance visible in nautical miles 9: Description of lighthouse: White concrete house, red vertical band, red lantern, 15.

NAVY - CONTINUED

900

Navigation Equipment:

913

Charts:

913-100

Few charts are made in the Republic of Haiti with regard to the seacoast, or waters in the vicinity, but, instead, charts of the U.S. Hydrographic Office, in so far as they pertain to Haitian or West Indian waters, are used almost exclusively.

For further information regarding the harbors and waters in and about the Republic of Haiti, the reader is referred to the following charts of the U.S. Hydrographic Office, which shows lighthouses, cable landings, and depths found in the various harbors and along the shore line:

PLACE:U.S. HYDROGRAPHIC OFFICE MAP OR CHART:

Acul Bay and approaches	No. 5251
Aquin and English Bays	No. 2638
Aquin Bay to Aux Cayes	No. 2609
Aux Cayes to Aquin Bay	No. 2309
Aux Cayes Bay	No. 2608
Aux Cayes and approaches	No. 5251
Aux Cayes to Baradaïres Bay	No. 2655
Aux Cayes to Jacmel Bay	No. 2654
Baradaïres Bay	No. 2758
Baradaïres Bay to Aux Cayes	No. 2655
Baradaïres Bay to St. Marc Channel	No. 2656
Bigie Bay	No. 2661
Cape Haitian Harbor	No. 1231
Caracol Bay, approach to	No. 1231
Cayemites Bay	No. 2759
Cayes to Aquin Bay	No. 2609
Chouchou Bay	No. 950
Dame Marie Bay	No. 2661
English Bay	No. 2638
Fort Liberte Bay	No. 2300
Fort Liberte, approaches to	No. 2445
Flamand Bay	No. 2639
Gonaives Bay	No. 2757
Gonaives Bay Anchorage Chart Y	No. 2757
Grand Pierre Bay	No. 2774
Haiti, Island of	No. 948
Hospital Bay	No. 2661

NAVY - CONTINUED

900

Navigation Equipment: (Continued)

913

Charts: (Continued)

913-100

PLACE:U.S. HYDROGRAPHIC OFFICE MAP OR CHART:

Island of Haiti	No. 948
Island of Tortuga	No. 950
Island of Tortuga to Monte Cristi	No. 2646
Island of Tortuga to St. Marc Channel	No. 2645
Jacmel Bay	No. 2635
Jacmel Bay to Aux Cayes	No. 2654
Jacmel Bay to Barahona	No. 2653
Jean Rabel Anchorage	No. 950
Jeremie Bay	No. 2333
La Croix Bay	No. 2661
Manganille Bay	No. 2445
Miragoane Bay	No. 2591
Mesle	No. 2639
Mole St. Nicolas	No. 5252
Monte Cristi Bay	No. 2287
Monte Cristi Bay	No. 2445
Monte Cristi to Tortuga Island	No. 2646
Hault Bay	No. 2661
Petit Goave Bay	No. 2756
Port a l'eau	No. 950
Port au Prince	No. 2660
Port Cabaret	No. 1269
Port de Paix	No. 5250
Port Salut Anchorage	No. 2666
Saint Marc Bay	No. 2640
Saint Marc Channel to Baradaires Bay	No. 2656
Saint Marc Channel to Tortuga Island	No. 2645
Saint Nicolas Mole	No. 5252
Saint Louis Bay	No. 2639
Salt River Bay	No. 950
Tiburon Bay	No. 2661
Tortuga Island	No. 950
Tortuga Island to Monte Cristi	No. 2646
Tortuga Island to St. Marc Channel	No. 2645

NAVY - CONTINUED

900

Ordnance: 914

General Information: 914-100

There is no Naval Ordnance equipment on charge to, or in the hands of, the Garde d'Haiti or the Haitian Coast Guard (Garde-Cotes). In this connection, attention is invited to paragraphs 801-400, 802-100, 802-400, 802-600, and 802-700.

Engineering: 915

General 915-100

There is no radio equipment on charge to, or in use by, the Garde Cotes. All equipment that might be covered by this section has been described in section 902-200.

Ships: 916

General: 916-100

All floating equipment on charge to, or in use by, the Garde Cotes and the Garde d'Haiti has been described in paragraph 901-200.

A P P E N D I X

A

S Y S T E M O F S U P P L Y

1. The past history of Haiti indicates that the zones of operations would be:

- (1) PORT AU PRINCE AREA.
- (2) NORTHERN AREA (Cape Haitien).
- (3) CENTRAL AREA (Hinche).

The SOUTHERN AREA probably would not require extensive operations, and, for purpose of supply, is considered as part of the PORT AU PRINCE AREA.

2. The source and method of supply is outlined as follows:

(a) BASE SUPPLY:

For all forces serving in Haiti:

- (1) PORT AU PRINCE, HAITI.
(Force Quartermaster)
- (2) GONAIVES.
(Forwarding officer for all supplies dumped there or routed through that point)

(b) PORT AU PRINCE AREA:

- (1) PORT AU PRINCE.
(By truck)
- (2) SOUTHERN AREA.
(From Port au Prince by truck or by boat)

(c) NORTHERN AREA:

- (1) CAPE HAITIEN.
 - (a) By ship from the United States on requisitions approved by Force Quartermaster.
 - (b) By truck train via Gonaives and Ennery from Port au Prince.
 - (c) By boat to Gonaives, thence by truck train.
 - (d) By boat from Port au Prince.
 - (e) On completion of road under construction; by truck train via Hinche.

Appendix A, Con't.

(2) PORT DE PAIX.

- (a) By truck train via Gonaives from Port au Prince.
- (b) By boat or pack train from unit Quartermaster at Cape Haitien.
- (c) OTHER POINTS OCCUPIED.
By pack train, truck train, or boat from Cape Haitien.
- (d) CENTRAL AREA:

(1) HINCHE.

- (a) By truck train from Port au Prince via Mirebalais and Las Cahobas.
- (b) By truck train from Port au Prince via Gonaives to Ennery, from Ennery to Hinche via truck train or pack train according to road conditions.
- (c) On completion of road under construction by truck train from Cape Haitien.

(2) OTHER POINTS OCCUPIED.

By pack train from Hinche unless on route from Port au Prince.

(3) The following articles can be obtained by local purchase.

(a) FRESH PROVISIONS:

Eggs	Oranges (In season)
Chicken	Limes (In season)
Turkey	Bananas
Fish	Grapefruit (In season)
Corn (In season)	Beef, native, (Purchased locally under contract).

Green coffee and refined sugar may be purchased in limited quantity.

(b) FUEL:

Charcoal	Wood
----------	------

Gasoline and Kerosene may be purchased locally in limited quantities from local filling stations throughout the Island. Source of supply for Gasoline; storage tanks of oil companies located in Port au P.

<u>Companies</u>	<u>Gasoline Storage Capacity</u>
West India Oil Company	504,000 gallons
The Texas Company, Ltd.	200,000 gallons
The Shell Co. (W.I.) Ltd.	660,000 gallons.

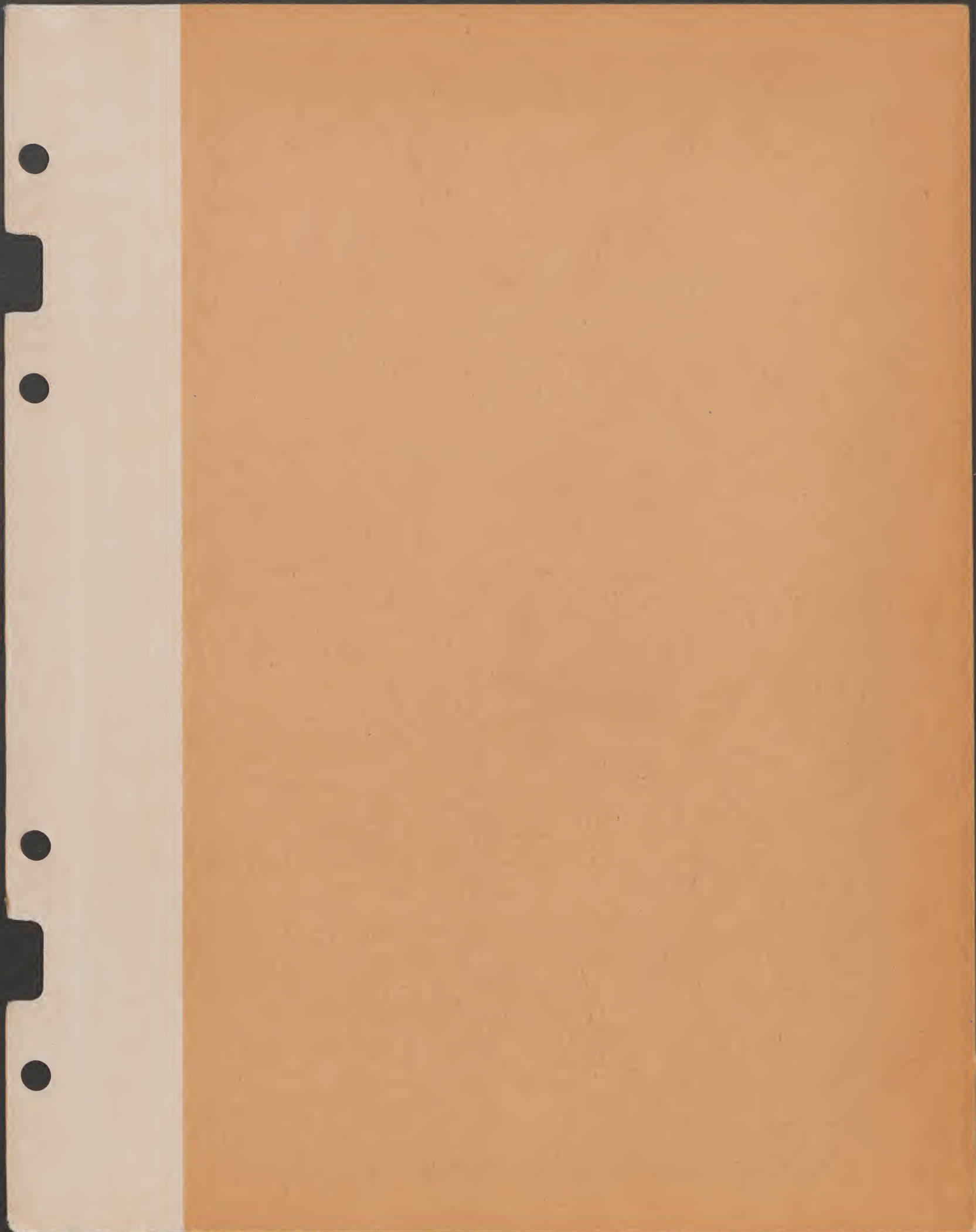
Appendix A, Con't.

(c) DRY STORES:

Such as potatoes, onions, etc., are not obtainable locally.

(d) BUILDING MATERIAL:

Such as lumber, galvanized iron roofing, etc., may be purchased locally in limited quantities.



F1915

27296

.U5

c.2

U.S. MARINE CORPS

MONOGRAPH: REPUBLIC OF HAITI

F1915

27296

.U5

c.2

U.S. MARINE CORPS

MONOGRAPH: REPUBLIC OF HAITI

DATE DUE	ISSUED TO